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"Harmony in
Diversity"

PORTLAND CITY CLUB BULLETIN

"Active
Citizenship"

VOLUME XIII

PORTLAND, OREGON, AUGUST 26, 1932

NUMBER 17

FRIDAY, AUGUST 26

HOTEL BENSON; 12:10

SPEAKER

GEORGE H. HALLETT

Associate Secretary, National Municipal League

SUBJECT

"The Regeneration of an American City"

Ever since the inglorious days of "Boss" George B. Cox, the city administration of Cincinnati had been in the hands of a political group. Cincinnati had acquired the unfortunate but deserved reputation of being the "worst governed city in America." And then there came a change, a regeneration, until today Dr. Thomas H. Reed (who will be remembered for his brilliant address to the City Club last February) declares that "there has never been a better governed large city in this country or in Europe than Cincinnati since 1926."

THE PORT OF PORTLAND

*A Report by the Port Development and Public Utilities Section
of the City Club*

To the Board of Governors of the City Club:

In November of this year, the voters of the Port of Portland district will for the first time elect commissioners to membership on the Port of Portland commission. Previously these commissioners have been appointed either by the legislature, the Governor, or the commission itself. In order that members of the City Club and of the community might better understand the functions and activities of the Port of Portland prior to this election, your committee was appointed to study and report on the work of the Port of Portland. The activities of other Oregon port authorities and of the major ports in the United States have also been studied for the purpose of comparison.

The Port of Portland was created by an act of the 1891 Oregon Legislative Assembly. It was the first port established in this state. The western end of Multnomah County was created as a port district, and the inhabitants in this area were declared to be a corporation to serve the shipping interests of this region. The port district boundaries were later changed to the present status which includes all that part of Multnomah County lying west of the east boundary line of Range 2 east of the Willamette meridian (the Barker Road west of Fairview and Rockwood is on this boundary line).

Ship Channel Was Objective

The principal object of the port was to construct and permanently maintain a 25 foot ship channel in the Willamette and Columbia rivers at the cities of Portland, East Portland and Albina and from these cities to the sea. The Port of Portland was given broad

municipal powers, including the power to make contracts, hold, receive and dispose of real and personal property, and to borrow up to \$500,000 for carrying on the work of making and maintaining the channel. It was also given the power of assessing, levying and collecting taxes upon all property within its boundaries. It is thus seen that the port was not only given such powers as to constitute it a corporate entity but it was also created a municipality with authority to carry on the public improvements designated. Through the original grant of powers and subsequent legislation the Port of Portland has also undertaken to build and operate drydocks, operate towing and pilotage service, build and operate an airport, and to exercise such authority over the harbor lines and uses of the river as rests in the state government.

A CHANNEL TO THE SEA

The original condition of the Columbia and Willamette rivers from Portland to the sea would not permit the development of extensive ocean going commerce. The channel was obstructed by numerous sand bars, in which were comparatively narrow channels with depths varying from 10 to 15 feet at low water.

The first work on the channel from Portland to the sea was done by the federal government, through the army engineers, in 1866. Until 1876 the federal government appropriated limited funds for dredging various bars and for giving temporary relief. The first definite project for the improvement of the lower Willamette and Columbia rivers from Portland to the sea was approved by the Chief of Engineers in 1877 and the first appropriation for this project was made in 1878. This project contemplated obtaining a channel 20

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The regular Friday luncheon meetings are held in the Crystal Room of the Benson Hotel.

CITY CLUB PURPOSE

"To inform its members and the community in public matters and to arouse them to a realization of the obligations of citizenship."

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DOC, DAD AND THE JUDGE

City Club broadcasters, return to the radio next Sunday evening at 8:30 to resume the weekly program sponsored by the Club, according to an announcement by Robert T. Platt, II, radio chairman. The long-time improvement program will be discussed. Future broadcasts from now until November will carry accurate information on all election measures. Get the habit—tune in.

KEX—8:30 P. M.—SUNDAYS

feet deep at low water. The estimated cost was \$298,974. This was in accordance with the constitution which places control over navigable waters in the federal government. The failure of eastern Congressmen to recognize the possibilities of Portland as a shipping center led to delays in making appropriations for the completion of this project. Bars and obstructions were at times permitted to obstruct the commerce of the river.

To Speed Channel Work

The city of Portland took some initiative in the matter of keeping the channel open, also, and in 1882 built a dredge which it operated until 1885. This dredge was later turned over to the U. S. Engineers and then to the Port of Portland.

The Port of Portland was therefore organized to speed up the channel work so that shipping could be developed more rapidly at Portland. The local body was prepared to co-operate in dredging the main channel and also to meet any emergencies that might arise. With the assurance of this local co-operation the federal government in 1892 modified its original project by providing for obtaining a channel 25 feet deep at low water from Portland to the sea. In 1912 the project depth was increased to 30 feet with minimum width of 300 feet, and in 1930 the present project calling for 35 foot depth and 500 foot width was adopted. The amount expended by the United States for relief dredging from 1866 to 1876 inclusive was \$221,780.46. The amount expended on the original or 20 foot project from 1877 to 1892 was \$649,805.97. The amount expended on the 25 foot project from 1892 to 1913 was \$1,769,020.54. The total amount expended on work under the original project and its modifications to 1913, including the amount expended for relief prior to 1877, was \$2,744,277.93 of which \$1,529,413.14 was applied to new work and \$1,214,864.79 to maintenance. Since that time the federal government has spent \$7,965,853.70 of which \$2,291,988.09 was for new work and \$5,673,905.61 was for maintenance. The U. S. Engineer's Report as of June 30, 1931, gives a net total expenditure of federal funds of \$11,598,340.38 to that date upon improvement of the Columbia and Willamette rivers below Portland and Vancouver but not including the entrance channel at the mouth of the Columbia.

Co-operative Plan Is In Effect

The Port of Portland has co-operated with the army engineers in the construction and maintenance of the various depth channels from Portland to the sea. Emergency work necessary after flood stages of the river was often the sole responsibility of the Port until after 1913 when the federal government provided some dredges and a co-operating plan was placed in effect.

The Port of Portland took the initiative in building dikes, spending its first money in building the original dikes in 1892. The construction and maintenance of dikes has since then been taken over by the federal government, some being provided for in the 30-foot and 35-foot projects. In recognition of its obligations to maintain the navigable waters of the United States for the general public benefit of the entire United States, Congress has from time to time authorized the army engineers to take over a greater responsibility in regard to the channel. Under the 30-foot project the Port of Portland was required to obtain and maintain the Willamette River portion of the project and in addition had to assist the U. S. Engineers in the Columbia River as the engineers might require. When

the 35-foot project was under consideration in 1930 the Port succeeded in having the local co-operation provision modified to the extent that the federal government must reimburse the Port for the operating costs of dredges used in the Columbia River.

Port Does Willamette Dredging

The Port of Portland is still exclusively responsible for constructing and maintaining the channel project from the mouth of the Willamette River to the Portland harbor under the terms of the federal requirements.

To do this work the Port of Portland now maintains two dredges, the "Clackamas" and "Columbia". The "Clackamas", designed by James H. Polhemus, chief engineer of the port, is probably the most efficient dredge in the world. These dredges and their tenders represent an investment of over a million dollars.

The records of the Port of Portland show that it has spent some \$14,403,048 of its funds for dredging and channel improvements. This sum includes a distributed portion of general overhead and interest on bonds chargeable only to these operations. The accounts of the Port of Portland have been kept to show costs of dredging to include only those items which the U. S. Army Engineer Corps includes in the costs for similar operations. As the army officers are paid from other appropriations than that for River and Harbor improvements and as the U. S. does not issue bonds for this work the Engineer Corps includes no overhead or interest costs. This is, of course, entirely incorrect and unjust as far as being a basis of comparison of costs of work done by the Port of Portland and by the Federal Government. Your committee estimates that an additional \$2,600,000 has been spent by the Port of Portland for plant and property on hand which might properly be charged against improvement of the main channel. Records of the U. S. Government show that only about \$10,000,000 have been expended by the Port of Portland for navigation improvements and that the U. S. has expended about \$10,700,000 for channel improvements in the Columbia and Willamette rivers. This comparison is entirely unfair to the citizens of Portland and is based upon a system of bookkeeping mentioned above.

Bar Was An Impediment

Conditions at the mouth of the Columbia River also presented an impediment to commerce. The U. S. Engineer's reports state the original condition of the Columbia River entrance to have been that there were one to three channels across the bar which varied from time to time in locations as well as in depths. The depths were from 19 to 21 feet at mean of lower low waters and the outer channels on the bar shifted over a distance of six miles. The original project of the federal government in connection with improvement for navigation at the mouth of the Columbia River was in the River and Harbors Appropriation Act of July 5, 1884. The project now in effect, adopted in 1903, provides a channel across the bar 40 feet deep at mean lower low water and of suitable width (not less than one-half mile).

In addition to bar dredging, the value of which is questioned, the present improvement consists of converging rubble mound (quarry rock) jetties at either side of the entrance, the outer ends of the jetties being about 2½ miles apart. The south jetty was built first but had little effect until the north jetty was placed (in 1914) when the effect was immediate. Since 1915 depths of 40 to 46 feet at mean lower low water have continuously existed. Subsidence of a portion of the south jetty in recent years threatened deterioration of the entrance channel and, after a report by a special

board of U. S. Engineers was made in 1931 recommending immediate rehabilitation of the south jetty, the government provided funds with unprecedented speed and the restoration work got under way in the spring of 1932. The federal government has spent nearly \$16,000,000 in making improvements at the mouth of the Columbia River.

Port Assisted In Jetty Work

Although the maintenance of the mouth of the Columbia River has always been a responsibility of the federal government, the Port of Portland has found it necessary to participate in this work. During 1914 the Port of Portland contributed \$475,000 and the Port of Astoria \$25,000 to purchase stone for the north jetty. This was because the failure of Congress to pass the Rivers and Harbors Bill left the job hanging partially completed and if the work were not done that summer, there would have been two years delay and a large loss. This aid practically finished the job and the bar scoured out that year. More recently the Port of Portland has been very active in securing action by the United States government in the further improvement and re-building of the south jetty.

OTHER ACTIVITIES

In addition to its work on the main channel, the Port of Portland has also provided pilotage service, towage service, and drydock facilities as these have become necessary to the shipping of the port. Dredging for private interests and for other public bodies has also been done by the Port on a reimbursement basis.

Two dry docks are now maintained and operated by the Port of Portland. One was built in 1903 under the terms of a mandatory act of the legislature. The second dry dock was built by the Dock Commission in 1921 and was acquired by the Port of Portland commission in 1923.

In 1908 the Port of Portland commission was authorized and directed by vote of the people to provide and maintain a towage and pilotage service. The pilotage service has since been turned over to the Pilot's Association which now operates independently.

Extensive towboat service was rendered for a number of years in the days of sail vessels, but this has been reduced until the Port of Portland operates only one large towboat "The Portland". This is the largest towboat in the harbor and its continuance in operation for harbor shifts, aiding grounded vessels, etc. is considered essential by the owners of large ships coming to this port. Recently the Port of Portland commission suggested that this service should be discontinued and that all towage service in the harbor should be rendered by private towing companies. This was protested by shipping interests who declared that on account of harbor bridges the large tow boat was necessary, especially during high water periods. In its study of other large ports of the United States your committee found that Portland is the only port in which towing service is offered by a public body.

Miscellaneous Dredging Done

In using its dredging equipment for private interests and for other public bodies, the Port of Portland commission has usually made charges only slightly higher than the actual direct costs of the dredging. This has been done on the theory that these dredging operations were for the benefit of commerce tributary to Portland and that they might therefore equitably be done at the minimum cost. An exception to this is the dredging done to develop the port of Longview, Washington.

In this case full charges were made for all expenses, including overhead of plant.

The Port of Portland commission has also developed and is now operating the Portland airport. As a result of the central harbor improvement known as the Swan Island Project, the port owned 250 acres of level land comprising Swan Island. In response to the demands of local groups the Port of Portland commission undertook the development of this site as an airport. Permission was secured from the federal government to connect the island with the mainland. This airport ranks high among the first-grade airports of the country. The entire airport, including land improvements, buildings, and field utilities, shows a book value of \$1,316,701.64 at this time. Area now in use is about 85 acres.

Field Facilities Are Rented

A number of small hangars of inexpensive construction have been built and are rented to parties desiring such accommodations. The field facilities are also rented. These improvements have been made with due consideration for the demand and as a result the investment costs have been kept down. The turnover of tenants has in the past been quite high due to the difficulty of securing tenants of sufficient responsibility.

A condensed report of activities for 1930 and 1931 at the Portland Airport follows:

| | 1930 | 1931 | Increase | Decrease |
|---------------------------------------|--------------|--------------|----------|----------|
| Number of scheduled plane arrivals | | 2,285 | .... | .... |
| Number of scheduled plane departures | | 2,385 | .... | .... |
| Number of passengers from Portland | 2,853 | 3,348 | 20% | .... |
| Number of passengers to Portland | 2,245 | 2,830 | 26% | .... |
| Number of passengers through Portland | No report. | 1,716 | .... | .... |
| Mail originating in Portland | 114,789 Lbs. | 144,179 Lbs. | 25% | .... |
| Mail consigned to Portland | 128,746 Lbs. | 88,605 Lbs. | .... | 33% |
| Express originating in Portland | 979 Lbs. | 1,798 Lbs. | 85% | .... |
| Transient planes | 517 | 758 | 68% | .... |
| Hop flights | 1,058 | 1,831 | 58% | .... |
| Hop flights—number of passengers | | 2,465 | .... | .... |
| Student flights | No report. | 6,809 | .... | .... |
| Student landings | No report. | 23,892 | .... | .... |
| Mapping flights and forest patrol | 35 | No report. | .... | .... |

* This apparent reduction in Air Mail consigned to Portland results from the fact that mail for Seattle is no longer placed in Portland figures, as has been the case heretofore.

FINANCES

The funds expended by the Port of Portland have come primarily from tax levies collected upon property assessed in the area forming the Port of Portland corporation. Bonds have also been issued since the activities of the commission have at times required expenditures in excess of its receipts. These bond issues rely ultimately upon taxes.

The original act creating the Port of Portland authorized it to assess, levy, and collect taxes and to borrow up to \$500,000 for channel work. Under later acts the bonding power of the Port of Portland was increased and a number of objects were added for which bonds might be issued. At present the commission has the power to issue up to \$2,000,000 in bonds in any one year without the approval of the people of the port district. Bonds may be issued in this manner until they total 5% of the assessed valuation of the district. This sets the limit at \$18,233,000 as of the end of 1931. Additional issues might be made subject to the vote of the people. Not over \$500,000 derived from the sale of bonds may, under the statute be expended to meet operating expenses, i. e., "the maintenance of plant, structures, and equipment and

such dredging as may be required to preserve and restore at or to its artificial depth any channel previously excavated by the Port of Portland."

Bond Issues Have Been Authorized

From 1892 to 1908 five different bond issues were authorized by special acts of the state legislature for the Port of Portland. These totaled \$1,200,000. About \$400,000 of them were devoted specifically to dry dock construction. Later the state legislature passed laws authorizing the Port of Portland commission to issue bonds on its own authority. A total additional sum of \$4,770,000 has been sold. The total issue by the authority of the Port Commission is \$860,000 greater than the foregoing sum but this item represents the refunding of an outstanding balance of a bond issue of \$1,200,000, Series "A" and "B", issued in 1921 and bearing 6% interest. The refunding bonds, Series "F", bear only 4½% interest.

The total bonded indebtedness as of November 30, 1931 was \$3,659,000. Sinking funds, to a total of \$558,735.00 were on hand to reduce this to a net bonded debt of \$3,100,265.

The actual handling of matters in connection with bond issues, provision for sinking funds and economy in financing expenses seems to have been free from

criticism. The various bond issues and their payment may be summarized as follows:

| Date | Issued | Paid |
|-----------------------|---------------------|---------------------|
| 1892-1922 | \$ 350,000 | \$ 350,000 |
| 1903-1913 | 300,000 | 300,000 |
| 1903-1904—1933-1934 | 400,000 | 66,000 |
| 1908-1918 | 150,000 | 150,000 |
| 1921-1926—"A" | 600,000 | 600,000 |
| 1921-1926—"B" | 600,000 | 600,000 |
| 1921-1941—"C" | 120,000 | 7,000 |
| 1923-1943—"D" | 1,000,000 | 291,000 |
| 1924-1944—"E" | 500,000 | 95,000 |
| 1925-1945—"F" | 600,000 | 117,000 |
| 1927-1946—"G" | 750,000 | 195,000 |
| 1927-1941—"H" | 860,000 | 280,000 |
| 1928-1947—"I" | 600,000 | 120,000 |
| | \$ 6,830,000 | \$ 3,171,000 |
| End Year 1931 Balance | | \$ 3,659,000 |
| Value Sinking Funds | | 558,735 |
| Net Debt | | \$ 3,100,265 |

Tax Limits Are Set

The existing state law provides that the amount of taxes levied by the Port of Portland in any one year

for purposes other than the payment of the principal and interest of its outstanding bonds shall not exceed three-tenths of one per cent of the assessed valuation of all property within the limits of the port district. This would limit the amount of the general purpose levy to about \$1,100,000 per year under the 1931 valuation. The budget and levies of the port are also subject to the control of the Multnomah County Tax Supervising and Conservation Committee. However, since only \$515,218.47 was levied by the port for general purposes in 1932, the 1933 limit of the Port of Portland levy under the six per cent limitation of the state constitution would be \$546,131.58. In addition a levy of \$141,162.50 was made for bond interest and retirement in 1932.

Prompt to recognize the needs of the Port in earlier years, the Port of Portland is to be commended also for its retrenchment program which has been carried out during recent years in view of the fact that its main development program has been achieved.

TAX LEVIES—THE PORT OF PORTLAND

1892-1932 Inclusive—41 Years

| Tax Year | Amount | Tax Year | Amount | Tax Year | Amount |
|----------|-----------|----------|-----------|----------|--------------|
| 1892 | \$ 82,203 | 1906 | \$112,063 | 1920 | \$ 458,224 |
| 1893 | 62,487 | 1907 | 141,106 | 1921 | 461,179 |
| 1894 | 14,938 | 1908 | 272,549 | 1922 | 630,995 |
| 1895 | 31,724 | 1909 | 276,917 | 1923 | 653,745 |
| 1896 | 38,262 | 1910 | 417,747 | 1924 | 705,263 |
| 1897 | 30,210 | 1911 | 470,997 | 1925 | 783,544 |
| 1898 | 42,867 | 1912 | 475,178 | 1926 | 823,267 |
| 1899 | 62,817 | 1913 | 359,958 | 1927 | 896,348 |
| 1900 | 46,287 | 1914 | 616,887 | 1928 | 982,701 |
| 1901 | 47,654 | 1915 | 360,681 | 1929 | 983,637 |
| 1902 | 70,034 | 1916 | 315,887 | 1930 | 962,795 |
| 1903 | 71,163 | 1917 | 357,582 | 1931 | 934,024 |
| 1904 | 138,968 | 1918 | 447,462 | 1932 | 656,387 |
| 1905 | 148,177 | 1919 | 671,598 | | |
| | | | | | \$16,116,512 |

Value Nearly Six Million

The book value of the various properties and facilities of the Port of Portland as of November 30, 1931, the end of its last fiscal year 1931, was as follows:

REALTY:

| | |
|--|----------------|
| Airport Realty | \$ 641,584.18 |
| Tanker Basin (leased) | 218,841.93 |
| Undeveloped Lands (approximately 94 acres Guilds Lake District) | 642,194.46 |
| Total of Lands | \$1,502,620.57 |

| | |
|---|----------------|
| Airport Improvements and Facilities | 675,117.46 |
| Drydock Plant (including land and riparian rights) | 1,035,760.46 |
| Towage Service (Steamer "Portland") | 40,303.92 |
| Dredging and Auxiliary Plant for River Improvement | 1,180,932.12 |
| Total of above items | \$4,434,734.53 |

The total assets of The Port of Portland, including the above items with its cash, insurance reserve funds, bond sinking funds, supply inventories and etc. were shown on its books November 30, 1931, as.....\$5,835,042.73

While various departments of the Port of Portland collect charges which reimburse them more or less for the services they render, all are dependent upon the taxpayers for some part of their overhead and operating charges. The following statement shows the earnings and expenses of the various departments and other principal expenditures during the past three years. The expenses of departments do not include any charges for depreciation, interest on investment or general overhead charges.

DREDGING

| | 1929 | 1930 | 1931 |
|--|---------------|---------------|--------------|
| EXPENDITURES: Channel and Harbor Development | \$ 113,751.63 | \$ 213,684.21 | \$ 14,005.26 |
| Channel and Harbor Maintenance | 35,963.52 | 113,166.50 | 20,860.91 |
| Total | \$ 149,715.15 | \$ 326,850.71 | \$ 34,866.17 |
| EARNINGS: Dredge Hire | \$ 274,134.97 | \$ 3,964.88 | \$ 77,893.39 |
| Cost for Dredge under Hire | 167,302.03 | 15,063.85 | 63,929.47 |
| Deduct Net Earnings | \$ 106,832.94 | \$ 11,098.97* | \$ 13,963.92 |
| Net Total Dredging Expenditures | \$ 42,882.21 | \$ 337,949.68 | \$ 20,902.25 |

* Add net cost

TOWAGE SERVICE

| | | | |
|----------|--------------|--------------|--------------|
| Expenses | \$ 48,171.86 | \$ 47,859.90 | \$ 35,453.27 |
| Earnings | 35,802.34 | 31,960.25 | 20,220.50 |
| Net Cost | \$ 12,369.52 | \$ 15,899.65 | \$ 15,232.77 |

DRY DOCKS

| | | | |
|------------------|---------------|---------------|---------------|
| Expenses | \$ 192,585.84 | \$ 289,406.07 | \$ 165,499.05 |
| Earnings | 183,349.49 | 296,100.67 | 127,667.48 |
| Net Cost or Gain | \$ 9,236.35 | \$ 6,694.60* | \$ 37,831.57 |

* Net earnings.

| | AIRPORT | 1929 | 1930 | 1931 |
|---|---------|---------------|---------------|---------------|
| Expenses | | \$ 13,167.02 | \$ 36,358.82 | \$ 37,014.53 |
| Earnings | | 7,966.35 | 16,452.33 | 26,217.99 |
| Net Cost | | \$ 5,200.67 | \$ 19,906.49 | \$ 10,796.54 |
| Interest on Debt | | \$ 210,704.08 | \$ 205,916.00 | \$ 182,373.78 |
| General Overhead | | 51,525.48 | 49,268.60 | 48,491.12 |
| Special Expenses: Litigation, Publicity, Rate Case, Etc. | | 19,444.15 | 11,770.06 | 6,689.34 |
| Total | | \$ 281,673.71 | \$ 266,954.66 | \$ 237,554.24 |

ORGANIZATION

The governing body of the Port of Portland is now a commission of nine members. The number of members on the commission and the method of choosing commissioners has been changed several times. The original act creating the Port of Portland named fifteen commissioners to constitute the first board. Ten resided in the City of Portland, three in East Portland and two in Albina. The act provided for a self-perpetuating body, vesting the power in the board to fill vacancies and elect successors providing that a like number of commissioners should be selected from each of the three cities as provided for originally. Following the consolidation of these cities the number of commissioners was reduced to nine. In 1901 the legislature amended this act and vested the power in the Board of Commissioners to fill vacancies until the next session of the legislative assembly at which time the vacancies should be filled by election by the legislature. The number of commissioners was reduced to seven. A similar provision was contained in an act passed by the 1903 legislative assembly. In 1911 the legislature attempted to amend the law by placing the appointment of the commissioners with the Governor. This act, however, was held to be unconstitutional thus leaving the election of the commissioners of the Port of Portland in the legislature.

Consolidation Is Attempted

In 1921 a proposal for the consolidation of the Port of Portland and the Dock Commission was enacted by the legislature. This act changed the method of selecting the commissioners by having the Governor nominate and the legislature elect the commissioners. Another measure submitted by the legislature to the voters of the port district provided for the appointment of the commissioners by the Governor. This measure was carried. The number of commissioners was increased to nine. In 1925 provision was again made for the selection of the commissioners by the legislature.

In 1931 the method of selecting commissioners of the Port of Portland again received the attention of the legislature and the port act was again amended to provide that at the general election held in November, 1932, the commissioners whose terms will expire in 1933, should be elected by the qualified voters residing within the Port of Portland district, and thereafter vacancies should be filled in all the offices of the commissioners by a similar election at the general election. The manner of election, canvassing of returns and

other details were established to correspond with the laws obtaining with reference to the election of county officers in Multnomah County. Vacancies, however, under this act are to be filled by appointment by the governor, such appointees to serve until the general election next following the appointment, at which time their successors shall be elected by the voters of the district. Commissioners under this law can be removed by the governor for cause. This law is now in full force and effect and places the selection of the commissioners for the Port of Portland in the voters of the district, and in that respect corresponds to the election of commissioners in all of the other ports of the state and is in keeping with the principle of home rule established as a policy in Oregon.

COMMERCE

Commerce with all parts of the world has developed rapidly until Portland now stands twelfth in the list of great American ports. Fifteen tables showing the nature and volume of Portland's commerce for the past ten years are included in this report. These tables have been compiled especially for inclusion in this report by the Powell Shipping Company from records furnished by the Merchants' Exchange.

In considering the present commerce of the port it is interesting to note that the first full cargo of wheat dispatched from the Columbia river was sent to Australia in 1868. The first large cargo of flour went to New York during the same year. The first cargo of lumber went to Hongkong, China, in 1870. Three years later, 1500 cases of canned salmon were shipped to the British Isles. These shipments were the forerunners of a large trade in these commodities.

In reading the tables showing Portland's ocean commerce it should be noted that river and harbor traffic has not been included. Such traffic alone amounted to 3,000,000 tons in 1922, reached the high point of 4,500,000 tons in 1929, and was 3,750,588 tons in 1931.

Table No. 1 discloses that the ocean commerce of the Portland port reached its highest point in 1929 with a total tonnage of 5,344,507. The ocean cargo tonnage for 1931 (tonnage 4,843,296), which was the lowest tonnage for the last five years covered by the statement, is only 9.4% lower than the peak tonnage of 1929. The Pacific Coast Ports tonnage, in and out, 25,675,339 tons, represents 56% of the total tonnage of the port over the ten year period. The peak tonnage for foreign countries moved in 1927 with a total of 1,896,290. The year 1931 with a tonnage of 1,131,720 represents a drop in tonnage of 41% based on the peak year of 1927.

SHIPMENTS BY WATER TO AND FROM PORTLAND, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| IMPORTS | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Foreign Countries | 62,926 | 100,503 | 109,273 | 122,166 | 124,647 | 141,676 | 141,780 | 138,449 | 121,405 | 91,625 | 1,154,450 |
| Hawaii | 1,295 | 5,984 | 877 | 1,974 | 2,863 | 3,811 | 4,295 | 8,006 | 11,132 | 5,864 | 46,101 |
| Gulf Ports | 35,935 | 47,060 | 43,116 | 48,072 | 59,061 | 47,209 | 50,867 | 73,724 | 73,369 | 57,208 | 535,621 |
| Alaska | 2,402 | 2,075 | 1,634 | 1,408 | 4,035 | 2,088 | 2,694 | | 7 | 5 | 16,348 |
| Pacific Coast Ports | 1,300,695 | 1,664,285 | 1,750,111 | 1,884,070 | 1,897,906 | 2,021,898 | 2,215,524 | 2,306,246 | 2,505,354 | 2,411,452 | 19,957,541 |
| Atlantic Coast Ports | 115,692 | 180,794 | 168,195 | 183,706 | 202,381 | 180,014 | 184,579 | 215,548 | 179,255 | 138,227 | 1,748,391 |
| TOTALS | 1,518,945 | 2,000,701 | 2,073,206 | 2,241,396 | 2,290,893 | 2,396,696 | 2,599,739 | 2,741,973 | 2,890,522 | 2,704,381 | 23,458,452 |

| EXPORTS | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|---------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Foreign Countries | 1,209,758 | 1,215,016 | 1,340,771 | 778,577 | 1,620,828 | 1,754,614 | 1,437,482 | 1,490,601 | 1,193,853 | 1,040,095 | 13,081,595 |
| Hawaii | 7 | 1,637 | 2,801 | 7,918 | 5,604 | 5,445 | 9,982 | 8,360 | 12,157 | 18,556 | 72,467 |
| Gulf Ports | 2,748 | 8,757 | 11,414 | 14,117 | 21,247 | 10,022 | 12,666 | 16,940 | 11,853 | 14,383 | 124,147 |
| Alaska | 2,258 | 3,301 | 2,779 | 3,055 | 3,691 | 3,974 | 3,044 | 3,071 | 527 | 179 | 25,879 |
| Pacific Coast Ports | 326,050 | 525,999 | 519,433 | 644,918 | 587,440 | 553,059 | 675,579 | 654,184 | 574,744 | 656,392 | 5,717,798 |
| Atlantic Coast Ports | 102,045 | 165,338 | 315,947 | 376,713 | 364,099 | 295,912 | 444,953 | 429,378 | 383,296 | 409,310 | 3,286,991 |
| TOTALS | 1,642,866 | 1,920,048 | 2,193,145 | 1,825,298 | 2,602,909 | 2,623,026 | 2,583,706 | 2,602,534 | 2,176,430 | 2,138,915 | 22,308,877 |
| Grand Totals—(In and Out) | 3,161,811 | 3,920,749 | 4,266,351 | 4,066,694 | 4,893,802 | 5,019,722 | 5,183,445 | 5,344,507 | 5,066,952 | 4,843,296 | 45,767,329 |

FOREIGN IMPORTS, IN SHORT TONS, TO PORTLAND, OREGON (By Countries)

FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COUNTRY | *1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|---------------------------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|------------------|
| Arabia | | | | | 76 | | | | | 24 | 100 |
| Argentina | | 3,813 | 5,434 | 819 | 7,825 | 17,622 | 4,525 | 15,770 | 4,784 | 638 | 61,230 |
| Australia and New Zealand | | 3,057 | 1,903 | 1,002 | 264 | 21 | 193 | 868 | 91 | 196 | 7,595 |
| Austria Hungary | | | | | | | | | 19 | 106 | 125 |
| Belgium | | 7,662 | 8,366 | 38,265 | 35,858 | 24,215 | 31,042 | 18,560 | 7,341 | 6,874 | 178,183 |
| Brazil | | 394 | 1,832 | 698 | 2,752 | 1,270 | 1,750 | 1,501 | 1,989 | 2,806 | 14,992 |
| Canada | | | | | 3,856 | 14,997 | 8,331 | 1,512 | 1,563 | 3,610 | 33,869 |
| Chile | | 353 | 2,730 | 1,153 | 844 | 719 | 840 | 220 | 795 | 140 | 7,794 |
| China | | 19,598 | 13,158 | 17,874 | 8,666 | 9,486 | 12,835 | 11,607 | 10,407 | 4,994 | 108,623 |
| Colombia | | | | | 138 | 124 | 161 | 339 | 489 | 411 | 1,662 |
| Costa Rica | | | | | | | | 30 | | 36 | 66 |
| Cuba | | | | | 2,445 | 2,897 | 4,800 | 9,574 | 4,719 | 2,042 | 26,477 |
| Czecho-Slovakia | | | | | | | | 22 | 574 | 1,456 | 2,052 |
| Denmark | | | 1,281 | 241 | 182 | 40 | 91 | 67 | 114 | 39 | 2,035 |
| Dutch East Indies | | 407 | 15 | 560 | 5,891 | 6,019 | 3,729 | 5,094 | 2,368 | 20,914 | 44,997 |
| Ecuador | | | | | | | | 2 | 19 | 21 | 21 |
| Estonia | | | | | | | | | 28 | | 28 |
| Finland | | | | | 36 | | | 165 | 1,088 | 295 | 1,584 |
| France | | 320 | 49 | 34 | 105 | 3,703 | 2,971 | 1,621 | 2,648 | 1,450 | 12,901 |
| Germany | | 978 | 2,614 | 2,285 | 5,223 | 3,295 | 5,438 | 7,745 | 14,481 | 9,573 | 51,632 |
| Greece | | | | | | | | 15 | 60 | 52 | 127 |
| Holland | | 1,084 | 4,667 | 3,431 | 4,068 | 3,501 | 3,430 | 1,410 | 1,508 | 1,846 | 24,945 |
| Honduras and Guatemala | | 410 | 406 | | 199 | 92 | 35 | 8 | 107 | | 1,257 |
| India | | | | | 161 | 578 | 1,566 | 5,941 | 7,531 | 3,968 | 19,745 |
| Italy | | | | 107 | 263 | 236 | 373 | 366 | 292 | 266 | 1,903 |
| Iraq | | | | | | | | | | 75 | 75 |
| Japan | | 2,292 | 3,786 | 2,440 | 3,296 | 2,518 | 3,893 | 5,119 | 2,275 | 1,507 | 27,126 |
| Jamaica | | 30 | | | | | 5 | 105 | 95 | 32 | 267 |
| Jugo-Slavia | | | | | | | | | | 55 | 55 |
| Mexico | | | 278 | | 60 | 75 | 37 | 70 | 24 | 81 | 625 |
| Nicaragua | | 1,500 | 413 | 1,200 | 1,054 | 650 | 1,428 | 8 | | 8 | 6,261 |
| Norway | | 9,485 | 152 | 5,621 | 165 | 124 | 113 | 451 | 327 | 200 | 16,638 |
| Panama | | | 349 | 68 | 8 | 17 | 136 | 120 | 83 | 91 | 972 |
| Persia | | | | | | | | | | 22 | 22 |
| Peru | | | | | 112 | | 40 | | | | 152 |
| Philippine Islands | | 37,643 | 55,273 | 42,180 | 39,104 | 46,016 | 48,146 | 32,520 | 41,798 | 21,643 | 364,323 |
| Poland | | | | | | | | | 24 | | 24 |
| Porto Rico | | | | | | | | 32 | 41 | 63 | 136 |
| Portugal | | | | | | | | 30 | | | 30 |
| Russia | | | | | | | | | | 23 | 23 |
| Salvador | | 332 | 169 | | 259 | 12 | 227 | 61 | 5 | 8 | 1,073 |
| South Sea Islands | | | | | | | | 10,040 | 5,530 | 2,314 | 17,884 |
| Spain | | | | | 165 | 1 | 41 | | 302 | 22 | 772 |
| Sweden | | 1,647 | 950 | 2,218 | 407 | 300 | 234 | 1,206 | 323 | 876 | 8,161 |
| Switzerland | | | | | | | | | | 12 | 12 |
| United Kingdom | | 9,498 | 5,448 | 1,970 | 1,076 | 1,755 | 3,600 | 4,547 | 6,100 | 2,545 | 36,539 |
| Uruguay | | | | | 89 | 1,293 | 1,772 | 1,462 | 1,414 | 312 | 6,342 |
| Venezuela | | | | | | | | | 49 | | 49 |
| 1922 not distrib'd by Countries | 62,926 | | | | | | | | | | 62,926 |
| TOTALS | 62,926 | 100,503 | 109,273 | 122,166 | 124,647 | 141,676 | 141,780 | 138,449 | 121,405 | 91,625 | 1,154,450 |

* No figures available for 1922 by Countries. (See Commodity Report.)

FOREIGN IMPORTS, IN SHORT TONS, TO PORTLAND, OREGON (By Commodities)

FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|---------------------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|--------|-----------|
| Arsenic (Crude) | 39 | 17 | | 18 | | | | | | | 74 |
| Basketware | 17 | 12 | 28 | 46 | 60 | 51 | 59 | 33 | 30 | 14 | 350 |
| Beans | | | 694 | 502 | 117 | 582 | 1,052 | 156 | 345 | 25 | 3,473 |
| Bones | | | | 227 | 1,070 | 733 | 2,773 | 2,620 | 1,001 | 200 | 8,624 |
| Bone Glue | | | | | | 2,003 | | | | | 2,003 |
| Bristles | 132 | 174 | 48 | 137 | 67 | 386 | 217 | | | 17 | 1,178 |
| Campbor | 76 | 34 | | | | | | | | | 110 |
| Carpets and Rugs | 111 | 128 | 85 | 37 | 37 | 323 | 159 | 9 | 17 | 30 | 936 |
| Cement | | 14,027 | 4,163 | 25,135 | 11,086 | 5,826 | 14,257 | 6,593 | 577 | | 81,664 |
| Chemicals | | 3 | 31 | 2,116 | 737 | 571 | 1,439 | 3,495 | 7,065 | 4,698 | 20,155 |
| Cigars | 12 | 2 | 7 | 1 | 2 | 8 | 54 | 5 | 4 | 5 | 100 |
| Coke and Coal | 7,322 | 4,574 | 3,294 | 4,234 | 4,067 | 4,278 | 3,804 | 3,488 | 5,110 | 2,239 | 42,410 |
| Coffee | 1,709 | 394 | 2,065 | 1,537 | 2,865 | 1,923 | 2,647 | 2,110 | 2,662 | 3,465 | 21,377 |
| Cocoanut Oil | 4,089 | 10,789 | 10,436 | 12,410 | 9,609 | 9,266 | 3,104 | | | | 59,703 |
| Copra | 17,043 | 24,163 | 26,242 | 17,234 | 24,674 | 33,051 | 39,899 | 41,850 | 41,800 | 30,359 | 296,315 |
| Copra Meal | | | | 2,346 | 392 | 672 | | | | | 3,410 |
| Corn | | | 2,110 | 3,373 | 1,966 | 6,538 | 506 | | | | 14,493 |
| Cotton Waste | 262 | 24 | 25 | | | | | | | | 311 |
| Cotton | | 114 | 132 | 517 | 105 | 321 | 292 | 78 | 49 | 45 | 1,653 |
| Cotton Seed Meal | | | | | | | | | 51 | | 51 |
| Cork Board | | | | | 124 | 46 | 58 | 246 | 277 | | 751 |
| Earthenware and Porcelain | 136 | 384 | 884 | 872 | 1,639 | 1,457 | 1,513 | 1,257 | 883 | 348 | 9,373 |
| Fertilizer | 300 | | | | 153 | 748 | 1,843 | 3,313 | 1,059 | 802 | 8,218 |
| Fire Brick | 75 | 541 | 302 | 244 | | | 157 | 179 | 176 | | 1,674 |
| Fire Clay | | 50 | 410 | 498 | 36 | 246 | 126 | | | | 1,366 |
| Fire Crackers | 28 | 2 | | 11 | | 15 | 23 | | | | 79 |
| Fish | 235 | 170 | 312 | 304 | 294 | 278 | 133 | 244 | 195 | 107 | 2,272 |
| Furniture | 123 | 172 | 115 | 36 | 116 | 104 | 81 | 73 | 109 | 63 | 992 |
| Food Stuffs | | | | | | | | 2,119 | 1,881 | 1,122 | 5,122 |
| Furs and Skins | 164 | 251 | 175 | 263 | 28 | 106 | 59 | | | | 1,046 |
| Glass Ware | | 51 | | | | | | 45 | 47 | 25 | 168 |
| Grain Bags (Burlap) | 605 | 1,400 | 330 | 933 | 110 | | 986 | 5,546 | 7,306 | 4,080 | 21,296 |
| Hair | 117 | 100 | 58 | 137 | 43 | 196 | 44 | | | 11 | 706 |
| Hardwood | 357 | 110 | 374 | 460 | 1,198 | 541 | 270 | 273 | 235 | 6,641 | 10,459 |
| Hemp (Fibers) | 1,887 | 5,811 | 18,287 | 10,305 | 7,560 | 6,734 | 5,006 | 2,357 | 3,118 | 1,105 | 62,170 |
| Iron and Steel | 656 | 2,272 | 7,217 | 9,287 | 17,303 | 16,652 | 15,411 | 11,594 | 13,069 | 11,467 | 104,928 |
| Linseed | 3,766 | 5,354 | 4,202 | 72 | 5,627 | 8,993 | 2,028 | 11,550 | 3,937 | | 45,529 |
| Linseed Oil | 425 | 7 | 38 | 17 | 39 | | | 12 | 49 | | 587 |
| Linseed Meal Cake | | | 557 | | 1,203 | 285 | 552 | 932 | 101 | 682 | 4,312 |
| Matting | 16 | 5 | | | | 107 | 55 | | | | 183 |
| Manioc Meal | | | | | | | 379 | | | | 379 |
| Miscellaneous | 1,014 | 475 | 675 | 2,868 | 3,307 | 2,093 | 2,943 | 4,151 | 2,866 | 1,789 | 22,181 |
| Nitrates | 1,587 | 297 | 2,730 | 856 | 861 | 769 | 880 | 220 | 788 | 140 | 9,128 |
| Nails | | | | | | | 545 | 437 | 562 | 723 | 2,267 |
| News Print | | | | | | | 8,373 | 1,512 | 2,599 | 4,368 | 16,852 |
| Nuts | 592 | 179 | 537 | 476 | 323 | 103 | 248 | 158 | 116 | 99 | 2,831 |
| Peanuts | 825 | 1,560 | 1,525 | 3,540 | 1,689 | 1,598 | 1,283 | 344 | 446 | 858 | 13,668 |
| Peanut Cake Meal | | | 50 | 213 | 454 | 401 | 633 | 2,706 | 1,771 | 485 | 6,713 |
| Peanut Oil | | 498 | | | 1,893 | 2 | 5 | 131 | | 4 | 2,537 |
| Paper | 1,899 | 1,460 | 2,121 | 189 | 66 | 15,074 | | | | | 20,809 |
| Pepper | 80 | 25 | 27 | 82 | 22 | 41 | 63 | 62 | 65 | 54 | 521 |
| Pig Iron | 2,615 | 7,076 | 4,262 | 2,695 | 3,064 | 964 | 680 | 740 | 489 | 289 | 22,874 |
| Pineapple (Canned) | 25 | 112 | | | | | | | | | 137 |
| Provisions | 862 | 486 | 1,917 | 1,569 | 1,449 | 1,211 | 3,461 | | | 36 | 10,991 |
| Rice | 322 | 236 | 339 | 321 | 317 | 204 | 245 | 260 | 253 | 163 | 2,660 |
| Rope | 106 | 71 | 25 | | 176 | 87 | 59 | 124 | 10 | 169 | 827 |
| Rubber | | 15 | 128 | 335 | 292 | 435 | 90 | 110 | 61 | 104 | 1,570 |
| Seeds | 467 | 541 | 137 | 943 | 261 | 203 | 171 | 217 | 183 | 155 | 3,278 |
| Silk Goods | 6 | 1 | 7 | 2 | 1 | 1 | 3 | 1,305 | | | 1,326 |
| Silk, Raw | | | | | | | | | 193 | | 193 |
| Silver Sand | 113 | 626 | 276 | 1,406 | 1,964 | 2,015 | 1,679 | 1,783 | 1,315 | 1,334 | 12,521 |
| Soda Ash | 75 | | | | | | | | | | 75 |
| Soya Bean Cake | 1,894 | 2,977 | 4,333 | 2,765 | 3,157 | 4,282 | 5,614 | 7,984 | 7,624 | 3,197 | 43,827 |
| Soya Bean Oil | | 524 | 12 | 22 | | 610 | 698 | | | | 2,536 |
| Straw Rugs | 180 | 12 | 50 | 103 | 44 | 297 | 24 | | | | 710 |
| Straw Braid | 81 | 198 | 55 | 20 | 14 | 19 | 3 | | | | 390 |
| Sugar | 618 | 2,754 | 1,942 | 2,192 | 4,022 | 3,659 | 7,609 | 10,858 | 8,895 | 8,218 | 50,767 |
| Sulphur | 121 | 209 | | | | | | | | | 330 |
| Stone (Marble) | | | | | 615 | 503 | 490 | 823 | 423 | 393 | 3,247 |
| Tankage | | 95 | | 185 | 484 | 166 | 714 | | | | 1,644 |
| Tapioca | | 4 | 31 | 142 | 59 | 103 | 589 | 211 | 270 | 109 | 1,518 |
| Tea | 1,067 | 150 | 623 | 432 | 233 | 414 | 589 | 149 | 122 | 65 | 3,403 |
| Tin | 6 | 15 | | 20 | 54 | 57 | 63 | 79 | 38 | 28 | 360 |
| Toys | 152 | 164 | 309 | 151 | 194 | 179 | 251 | 194 | 108 | 67 | 1,769 |
| Twine (Binder) | | | | 40 | | 30 | | | | | 70 |
| Wax | 196 | 500 | 462 | 430 | 428 | 221 | 473 | 662 | 495 | 877 | 4,744 |
| Window Glass | 4,499 | 3,606 | 1,191 | 2,322 | 1,907 | 1,590 | 850 | 1,091 | 258 | 227 | 17,541 |
| Wool | 3,822 | 4,502 | 2,888 | 2,862 | 285 | | 1,900 | 39 | 16 | | 17,206 |
| Wire Rope | | | | | | | 272 | 156 | 267 | 86 | 781 |
| Wood Pulp | | | | 1,666 | 4,047 | 279 | 931 | 1,725 | | 29 | 8,677 |
| Woodenware | | | | | 28 | 46 | 45 | 41 | 15 | 9 | 184 |
| Wire | | | | | | | 787 | | | | 787 |
| TOTALS | 62,926 | 100,503 | 107,273 | 122,166 | 124,647 | 141,676 | 141,780 | 138,449 | 121,405 | 91,625 | 1,154,450 |

SHIPMENTS BY WATER FROM HAWAII TO PORTLAND, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|--------------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|---------------|
| Autos. | | | | | | | | 32 | | | 32 |
| Bananas | | | | | | | | | 48 | | 48 |
| Burlap Waste | | | | | | 90 | 67 | 193 | 198 | | 548 |
| Canned Goods | | | | | | 16 | | 12 | 6 | 2 | 36 |
| Cocoanuts | | | | | | | | | 4 | 1 | 5 |
| Coffee | | | | 18 | | 54 | 12 | 1 | 1 | | 86 |
| Charcoal | | | | | | 10 | | | | | 10 |
| Furniture | | | | 6 | | 1 | 1 | 1 | 1 | 2 | 12 |
| Honey | | | | | | | 3 | 4 | 21 | 12 | 40 |
| Merchandise | | | 2 | 8 | 31 | 29 | 5 | 193 | 98 | 17 | 383 |
| Molasses | | 3,920 | | | | | | 3,507 | 4,973 | 1,120 | 13,520 |
| Paper | | | | | | | | 33 | | | 33 |
| Pineapple Bran | | | | | | | | | | 50 | 50 |
| Pineapple (Fresh) | | | | | | | | 5 | 19 | 7 | 31 |
| Pineapple (Canned) | 1,295 | 2,064 | 875 | 1,942 | 2,832 | 2,614 | 3,137 | 4,025 | 3,523 | 2,330 | 24,637 |
| Sugar | | | | | | 997 | 1,070 | | 2,240 | 2,323 | 6,630 |
| TOTALS | 1,295 | 5,984 | 877 | 1,974 | 2,863 | 3,811 | 4,295 | 8,006 | 11,132 | 5,864 | 46,101 |

SHIPMENTS BY WATER FROM GULF PORTS TO PORTLAND, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Agricultural Implements | | | | | 133 | 364 | 604 | 1,078 | 1,340 | 661 | 4,180 |
| Autos. | | | | | 2 | | | | 9 | 4 | 15 |
| Ammonia | 75 | 87 | 52 | | | | | | | | 214 |
| Auto Supplies | | 2 | 85 | 21 | 4 | 9 | 20 | 14 | 129 | 36 | 320 |
| Beverages | | | | | 18 | 43 | 120 | 53 | 63 | 74 | 371 |
| Canned Goods | 810 | 1,156 | 915 | 852 | 1,533 | 1,672 | 1,392 | 1,954 | 2,071 | 1,948 | 14,303 |
| Chemicals | 38 | 328 | 5 | | 94 | 145 | 381 | 452 | 601 | 2,806 | 4,850 |
| Coffee | 67 | | 17 | 31 | 23 | 26 | | | | 48 | 212 |
| Cotton Linters | 405 | 95 | 116 | 132 | 134 | 124 | | 247 | 382 | 311 | 2,010 |
| Cotton Seed Meal | | | | | | | | | | 75 | 75 |
| Drugs | | 7 | 5 | 13 | 34 | 40 | 35 | 102 | 4 | 16 | 256 |
| Drygoods | | 704 | 339 | 351 | 369 | 421 | 340 | 370 | 360 | 368 | 3,622 |
| Electrical Goods | | 74 | 58 | 1 | 1 | 30 | 138 | 191 | 157 | 94 | 744 |
| Firebrick | | | | | | | | | | | 132 |
| Furniture | | 85 | 91 | 21 | 43 | 96 | 69 | 83 | 132 | 246 | 866 |
| Glassware | 42 | 169 | 166 | 118 | 69 | 15 | 634 | 400 | 469 | 498 | 2,580 |
| Groceries | | 219 | 109 | 58 | 174 | 77 | 141 | 162 | 547 | 832 | 2,319 |
| Hardware | 116 | 335 | 115 | 150 | 334 | 338 | 328 | 495 | 731 | 873 | 3,815 |
| Hardwood | | 376 | 293 | 297 | 259 | 286 | 854 | 1,311 | 668 | 433 | 4,777 |
| Hominy | 48 | | | | | | | | | | 48 |
| Iron, Steel Products | 9,871 | 8,970 | 2,838 | 4,072 | 4,866 | 3,765 | 6,801 | 22,430 | 19,506 | 9,730 | 92,911 |
| Lard, Substitutes | 1,727 | 2,022 | 2,550 | 3,871 | 3,854 | 4,343 | 3,797 | 4,182 | 1,194 | 1,194 | 31,064 |
| Lubricating Oils | 236 | 510 | 685 | 811 | 658 | 294 | 507 | 930 | 421 | 455 | 5,497 |
| Machinery | 152 | 198 | 74 | 127 | 130 | 43 | 385 | 376 | 606 | 377 | 2,468 |
| Merchandise | 592 | 967 | 350 | 623 | 618 | 757 | 1,133 | 1,305 | 1,141 | 501 | 7,987 |
| Nuts | | 197 | | | | | | | | | 197 |
| Oyster Shells | 2,677 | 2,187 | 2,359 | 3,602 | 2,709 | 2,962 | 3,604 | 2,672 | 2,752 | 3,617 | 29,141 |
| Pig Iron | | 750 | 403 | 98 | | | | | | | 1,251 |
| Paints, Oils | | 73 | 39 | 45 | 7 | 74 | 47 | 40 | 28 | 42 | 395 |
| Paper | 65 | 214 | 111 | 119 | 249 | 153 | 146 | 300 | 616 | 555 | 2,528 |
| Plumbing Supplies | 2,304 | 8,950 | 13,124 | 10,908 | 10,515 | 9,207 | 7,389 | 6,187 | 9,052 | 4,985 | 82,621 |
| Pianos | 48 | 72 | 1 | 1 | | | | | | | 122 |
| Rice | 241 | 892 | 1,218 | 945 | 1,090 | 1,257 | 1,136 | 1,213 | 1,282 | 1,224 | 10,498 |
| Roofing | | | 407 | 767 | 173 | 84 | | 18 | | 22 | 1,471 |
| Rosin | 308 | 541 | 455 | 520 | 500 | 609 | 264 | 817 | 1,259 | 1,189 | 6,462 |
| Rubber Goods | | 15 | 1 | | | | | | 13 | 45 | 74 |
| Salt | | | | | | | | | | | 125 |
| Soap | | 272 | 54 | 141 | 93 | 64 | 179 | 260 | 561 | 802 | 2,386 |
| Starch | | | 20 | 30 | | | | | 98 | 130 | 299 |
| Stationery, Supplies | 21 | | | 33 | 37 | 22 | 53 | 37 | 31 | 53 | 266 |
| Sulphur | 14,403 | 14,665 | 15,263 | 17,026 | 29,469 | 18,511 | 19,074 | 24,773 | 22,868 | 21,684 | 197,736 |
| Syrup, Molasses | 1,001 | 1,449 | 282 | 821 | 614 | 699 | 676 | 605 | 791 | 752 | 7,750 |
| Sisal | 528 | 296 | 213 | 1,044 | 24 | 154 | 414 | 725 | 18 | | 3,416 |
| Tinplate | | | | | | 213 | | | 121 | 6 | 340 |
| Tobacco | | | | | | 8 | 5 | 18 | 5 | 7 | 43 |
| Toys | | | | | | | | | | | 92 |
| Turpentine | 58 | 59 | 136 | 127 | 150 | 193 | 169 | 93 | 141 | 69 | 1,195 |
| Twine, Cordage | 4 | 33 | 20 | 12 | 13 | 10 | 113 | 60 | 53 | 45 | 363 |
| Wax | 38 | | 30 | 233 | 46 | 25 | 77 | 67 | 54 | 1 | 571 |
| Wood Mfs. | | 1 | 57 | | | 21 | 51 | 89 | 102 | 51 | 372 |
| Seeds | | 3 | | | | | | | | | 3 |
| Sugar | | 85 | 40 | 51 | 22 | 65 | | | 5 | | 268 |
| TOTALS | 35,935 | 47,060 | 43,116 | 48,072 | 59,061 | 47,209 | 50,867 | 73,724 | 73,369 | 57,208 | 535,621 |

SHIPMENTS FROM ALASKA TO PORTLAND BY WATER, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|-----------------|-------|-------|-------|-------|-------|-------|-------|------|------|------|--------|
| Merchandise | 26 | 13 | 5 | 22 | 110 | 77 | 39 | | | | 292 |
| Salmon (Canned) | 2,376 | 2,062 | 1,629 | 1,386 | 3,925 | 2,011 | 2,655 | | 7 | 5 | 16,056 |
| TOTALS | 2,402 | 2,075 | 1,634 | 1,408 | 4,035 | 2,088 | 2,694 | | 7 | 5 | 16,348 |

SHIPMENTS BY WATER FROM PACIFIC COAST PORTS TO PORTLAND, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Asphaltum | 4,261 | 3,496 | 3,918 | 3,991 | 2,525 | 3,267 | 2,923 | 2,472 | 5,228 | 7,548 | 39,629 |
| Autos | 218 | 312 | 329 | 509 | 1,294 | 1,665 | 2,410 | 3,160 | 2,186 | 722 | 12,805 |
| Auto Supplies | 1,029 | 759 | 1,112 | 2,234 | 1,926 | 1,463 | 3,392 | 5,536 | 5,610 | 6,348 | 29,409 |
| Barley | 19,235 | 5,274 | 3 | 726 | 2,575 | 5,026 | 455 | 1,360 | 1,275 | 118 | 36,047 |
| Beans | | | 1,207 | 1,416 | 979 | 1,039 | 1,445 | 1,635 | 1,171 | 1,133 | 10,025 |
| Beverages | 544 | 851 | 1,045 | 1,305 | 1,933 | 1,121 | 1,868 | 2,445 | 1,671 | 1,390 | 14,773 |
| Butter, Substitutes | 216 | 62 | 61 | 1,164 | 1,385 | 1,348 | 1,793 | 2,302 | 1,931 | 1,122 | 11,384 |
| Canned Goods | 9,108 | 8,574 | 9,268 | 10,828 | 9,188 | 11,728 | 13,548 | 14,389 | 14,805 | 13,331 | 114,767 |
| Cement | 30,323 | 22,798 | 27,913 | 43,112 | 51,412 | 79,094 | 74,433 | 38,212 | 38,465 | 17,628 | 423,390 |
| Cheese | 151 | 128 | 138 | 32 | 73 | 70 | 134 | 153 | 127 | 139 | 1,145 |
| Chemicals | 4,196 | 5,495 | 5,513 | 7,324 | 8,534 | 10,886 | 13,054 | 16,788 | 14,577 | 14,840 | 101,207 |
| Cocanut Oil | | | | | | | 598 | 319 | 1,631 | 606 | 3,154 |
| Coffee | 4,676 | 3,755 | 4,401 | 3,992 | 5,560 | 5,304 | 4,459 | 5,702 | 5,766 | 6,275 | 49,890 |
| Confectionery | 1,635 | 1,428 | 2,053 | 2,328 | 2,020 | 2,157 | 2,379 | 2,479 | 2,693 | 3,258 | 22,430 |
| Copper, Brass | 313 | 344 | 488 | 533 | 182 | 266 | 255 | 365 | 251 | 143 | 3,140 |
| Corn | | | | | | | | 20 | | | 20 |
| Drugs, Medicine | 2,504 | 2,471 | 2,480 | 2,421 | 2,206 | 2,678 | 3,378 | 3,430 | 3,651 | 3,740 | 28,959 |
| Drygoods, Clothing | 2,384 | 3,201 | 2,277 | 2,238 | 1,662 | 2,210 | 3,053 | 3,495 | 3,368 | 3,262 | 27,150 |
| Electrical Goods | 2,872 | 3,398 | 3,953 | 3,816 | 3,950 | 4,301 | 5,336 | 5,792 | 5,606 | 4,971 | 43,995 |
| Explosives | | | | 869 | 725 | 677 | 509 | 445 | 350 | 300 | 3,875 |
| Fertilizer | | | 492 | 1,000 | 1,453 | 2,132 | 2,201 | 1,413 | 1,479 | 1,412 | 11,582 |
| Fibers | 574 | 422 | 618 | 1,032 | 886 | 1,284 | 346 | 548 | 701 | 113 | 6,524 |
| Fruit, Vegetables | 5,085 | 9,470 | 6,597 | 7,117 | 5,771 | 5,393 | 7,919 | 14,730 | 9,791 | 16,389 | 88,262 |
| Gas, Refined Oil | 226,821 | 310,188 | 439,242 | 374,966 | 431,097 | 453,225 | 656,660 | 745,842 | 922,342 | 1,039,639 | 5,600,022 |
| Glassware | 1,128 | 2,611 | 2,206 | 2,020 | 3,073 | 3,618 | 3,584 | 4,004 | 4,808 | 4,625 | 31,677 |
| Grain Bags, Burlap | 1,626 | 4,146 | 1,244 | 1,875 | 1,147 | 2,947 | 2,199 | 1,513 | 1,513 | 4,378 | 22,459 |
| Groceries | 2,966 | 4,428 | 3,529 | 2,594 | 1,897 | 1,775 | 2,632 | 2,951 | 3,496 | 3,068 | 29,336 |
| Hardware | 1,622 | 1,727 | | | | 2,049 | 3,106 | 2,872 | 3,529 | 2,137 | 17,042 |
| Hay | | 562 | | | | 142 | | | | | 704 |
| Household Goods | 1,141 | 1,459 | 1,178 | 1,909 | 1,574 | 1,128 | 1,263 | 1,151 | 1,204 | 1,637 | 13,644 |
| Ink | 522 | 558 | 581 | 593 | 520 | 735 | 865 | 958 | 797 | 827 | 6,956 |
| Iron, Steel | 2,761 | 6,128 | 8,611 | 9,310 | 8,457 | 6,311 | 5,847 | 9,435 | 6,491 | 3,132 | 66,483 |
| Lard Substitutes | 636 | 861 | 1,053 | 339 | 494 | 359 | 379 | 381 | 968 | 2,357 | 7,827 |
| Leather Goods | 529 | 548 | 544 | 299 | 170 | 216 | 200 | 131 | 154 | 166 | 2,957 |
| Lime | 463 | 106 | | | | | 1,906 | 1,181 | 2,160 | 1,034 | 6,850 |
| Lumber | 4,055 | 21,541 | 3,367 | 20,196 | 1,578 | 1,352 | 568 | 578 | 261 | 870 | 54,366 |
| Lead | 354 | 158 | 544 | 184 | 323 | 127 | 187 | | | | 1,877 |
| Machinery | 844 | 1,795 | 1,365 | 1,093 | 2,049 | 1,389 | 1,350 | 1,315 | 1,640 | 1,706 | 14,546 |
| Meal | 1,701 | 1,444 | 1,253 | 1,746 | 1,772 | 2,125 | 1,477 | 2,242 | 2,667 | 3,438 | 19,865 |
| Merchandise | 5,870 | 10,115 | 4,883 | 5,150 | 5,908 | 8,947 | 9,315 | 9,780 | 10,968 | 12,712 | 83,648 |
| Milk, Canned | 667 | 344 | 442 | 397 | 510 | 1,008 | 883 | 1,363 | 2,284 | 3,033 | 10,931 |
| Nuts | 293 | 129 | 267 | 374 | 142 | 178 | 337 | 240 | 198 | 161 | 2,319 |
| Oats | | | | | 698 | 75 | | | | | 773 |
| Oil, Fuel | 869,565 | 1,126,406 | 1,104,679 | 1,267,827 | 1,233,490 | 1,267,940 | 1,238,119 | 1,267,323 | 1,296,402 | 1,104,018 | 11,775,769 |
| Paints, Oils | 7,234 | 5,404 | 6,373 | 6,325 | 5,725 | 6,626 | 7,408 | 7,820 | 6,218 | 6,347 | 65,480 |
| Paper | 1,587 | 3,223 | 3,829 | 3,089 | 2,133 | 2,537 | 3,821 | 4,025 | 2,261 | 1,959 | 28,464 |
| Pepper | 89 | 17 | | | | | | | | | 106 |
| Plaster | 264 | 2,507 | 1,852 | 1,351 | 1,604 | 298 | 289 | 553 | 860 | 794 | 10,372 |
| Plumbing Supplies | 1,364 | 2,193 | 1,862 | 892 | 687 | 976 | 2,582 | 2,881 | 2,734 | 2,385 | 18,556 |
| Powder | 385 | 956 | 473 | | | | | | | | 1,814 |
| Rice | 1,350 | 1,079 | 1,175 | 865 | 590 | 796 | 933 | 821 | 794 | 733 | 9,136 |
| Roofing | 1,526 | 2,609 | 7,387 | 11,480 | 12,602 | 17,227 | 21,443 | 19,891 | 16,987 | 11,611 | 122,763 |
| Rubber Goods | 507 | 1,029 | 873 | 1,139 | 693 | 549 | 796 | 351 | 517 | 696 | 7,150 |
| Salt | 17,726 | 20,165 | 17,222 | 15,644 | 19,122 | 23,659 | 22,052 | 19,246 | 20,347 | 18,123 | 193,306 |
| Salmon | 549 | 29 | 214 | 24 | 6 | | | 199 | 1 | 32 | 1,054 |
| Seeds | 619 | 346 | 350 | 258 | 157 | 174 | 155 | 153 | 176 | 177 | 2,565 |
| Soap, Powder | 2,390 | 2,544 | 2,400 | 3,278 | 2,923 | 4,459 | 5,473 | 5,004 | 6,421 | 6,790 | 41,682 |
| Soda | 343 | | | | | | | | | | 343 |
| Stationery, Supplies | 735 | 408 | 346 | 236 | 665 | 939 | 1,414 | 1,260 | 1,521 | 1,522 | 9,046 |
| Sugar | 42,774 | 45,719 | 47,398 | 38,732 | 41,929 | 57,300 | 61,420 | 53,811 | 53,396 | 54,570 | 497,049 |
| Sulphur | 152 | 450 | 626 | 114 | 638 | 564 | 526 | 661 | 245 | 289 | 4,265 |
| Syrup | 1,150 | 740 | 805 | 1,369 | 1,454 | 1,426 | 1,216 | 1,328 | 1,750 | 1,939 | 13,177 |
| Tan Bark | 350 | 426 | 280 | 294 | 122 | 91 | 117 | 3 | | | 1,683 |
| Tea | 250 | 175 | 211 | 198 | 135 | 150 | 163 | 74 | 189 | 202 | 1,747 |
| Tile | | | | | | | | 401 | 344 | 365 | 1,110 |
| Tinplate | 84 | 92 | 71 | 262 | 35 | 22 | 493 | 77 | 71 | 70 | 1,277 |
| Tobacco, Cigars | 3,882 | 4,727 | 4,155 | 3,098 | 2,812 | 4,013 | 6,765 | 4,163 | 4,378 | 6,066 | 44,059 |
| Twine, Cordage | 397 | 407 | 353 | 231 | 197 | 354 | 354 | 451 | 369 | 312 | 3,425 |
| Vegetable Pulp | 1,263 | 339 | 168 | 932 | 349 | 661 | 998 | 1,329 | 1,050 | 2,020 | 9,109 |
| Wax | 508 | 264 | 3 | | | | | | | | 775 |
| Wheat | 190 | 612 | 146 | 2,443 | 127 | | | 5 | 1,075 | | 4,598 |
| Woodpulp | | | 67 | | | | | | | | 67 |
| Wood Mfrs. | | 121 | 185 | 56 | 119 | 185 | 232 | 240 | 390 | 564 | 2,092 |
| Wool | 145 | 164 | 910 | 446 | 81 | 126 | 100 | 114 | 78 | 120 | 2,284 |
| Zinc | 37 | 46 | 54 | 29 | 12 | 11 | 4 | 14 | 22 | | 229 |
| TOTALS | 1,300,695 | 1,664,285 | 1,750,111 | 1,884,070 | 1,897,906 | 2,021,898 | 2,215,524 | 2,306,246 | 2,505,354 | 2,411,452 | 19,957,541 |

OTHER OREGON PORTS

In addition to the Port of Portland, there are twelve other port districts in Oregon. All of these have been organized under a general law enacted in 1909. Under the terms of this law whenever eight per cent or more of the legal voters of any portion of any county bordering upon or containing a bay or river navigable from the sea file a petition with the county clerk, a special election is called within the boundaries of the proposed port. After the election, if the county court finds that a majority vote has been cast in favor of the organization of a port, such port is thereupon proclaimed to be duly organized.

Each port district is controlled by a board of five commissioners appointed, in the first instance, by the Governor and thereafter elected by the voters of the port district. These commissioners choose their president, vice-president, treasurer and secretary from their

own number, serve without pay and are subject to recall. The president, secretary and treasurer are required to make and file annual reports and to publish an itemized statement of receipts and expenditures at least once a year in a newspaper published in the county. They have the following powers:

1. To improve harbors.
2. To contract with the United States Government to do any part of the improvement work in the government's program.
3. Of eminent domain.
4. To exercise within the district's boundaries the full authority possessed by the state of Oregon relative to wharves, harbors, bays, streams, and navigation.
5. To establish, operate, and maintain tugboat and pilotage service.
6. To acquire lands, improve water front, build canals and channels and incidental to other activities to generate electric power and sell and dispose of it.
7. To borrow money and issue bonds. Bonds may be issued only when such issuance is authorized by majority vote of the voters, except that bonds may be issued in emergency in amounts not to exceed \$25,000 per year without vote of the people. It is provided that the bonded indebtedness of a district may never

SHIPMENTS BY WATER TO PORTLAND FROM ATLANTIC COAST PORTS, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Agricultural Implements | 175 | 1,057 | 637 | 1,067 | 1,076 | 3,352 | 1,231 | 1,109 | 901 | 571 | 11,176 |
| Autos, Trucks | 361 | 440 | 449 | 733 | 824 | 91 | 759 | 647 | 796 | 760 | 5,860 |
| Auto Supplies | 938 | 1,671 | 1,093 | 1,745 | 2,164 | 2,491 | 1,679 | 2,047 | 5,208 | 3,836 | 22,872 |
| Beverages | 180 | 326 | 379 | 900 | 899 | 735 | 526 | 744 | 568 | 483 | 5,740 |
| Canned Goods | 3,254 | 3,946 | 4,539 | 6,153 | 6,724 | 6,370 | 5,951 | 6,939 | 5,242 | 5,244 | 54,362 |
| Carpets, Rugs | 295 | 482 | 359 | 579 | 584 | 440 | 432 | 459 | 578 | 612 | 4,820 |
| Cement | 180 | 284 | 660 | 789 | 1,219 | 876 | 909 | 282 | 315 | 157 | 5,671 |
| Chemicals | 2,849 | 3,444 | 4,145 | 5,148 | 7,055 | 6,772 | 7,175 | 11,185 | 9,463 | 6,899 | 64,135 |
| Clay | | | 384 | 292 | 452 | 455 | 377 | 273 | 201 | 739 | 3,173 |
| Coal, Coke | 3,997 | 6,197 | 3,548 | 4,876 | 4,877 | 3,584 | 4,273 | 4,100 | 2,140 | 1,128 | 38,740 |
| Coffee | | | 285 | 138 | 119 | 39 | 77 | 65 | 290 | 424 | 1,437 |
| Confectionery | 331 | 654 | 546 | 999 | 2,125 | 1,560 | 1,918 | 1,868 | 1,249 | 1,079 | 12,329 |
| Copper, Brass | 141 | 256 | 350 | 876 | 657 | 781 | 811 | 476 | 509 | 479 | 5,336 |
| Copra Meal | | | | 325 | 65 | | | | | | 390 |
| Corn | | | 38 | | | | | | | | 38 |
| Drugs, Medicine | 562 | 694 | 989 | 936 | 888 | 985 | 1,195 | 1,439 | 1,282 | 1,000 | 9,970 |
| Drygoods, Notions | 2,146 | 3,180 | 3,081 | 5,302 | 5,308 | 5,583 | 4,250 | 4,605 | 4,300 | 3,866 | 41,621 |
| Dyestuffs | 51 | 100 | 42 | 14 | 3 | 7 | 60 | 20 | 58 | 43 | 398 |
| Electrical Goods | 2,482 | 4,733 | 3,820 | 4,851 | 5,425 | 5,216 | 4,755 | 5,137 | 4,750 | 2,957 | 44,126 |
| Furniture | | 766 | 559 | 1,024 | 1,276 | 921 | 824 | 958 | 481 | 581 | 7,390 |
| Glassware | 1,444 | 4,306 | 2,811 | 5,916 | 5,608 | 4,380 | 4,591 | 4,026 | 3,492 | 3,582 | 40,156 |
| Groceries | 3,277 | 3,816 | 3,839 | 2,697 | 2,401 | 2,488 | 3,383 | 4,149 | 3,836 | 4,539 | 34,425 |
| Hardware | 2,320 | 4,207 | 3,273 | 3,817 | 3,941 | 4,413 | 5,001 | 3,694 | 4,517 | 3,980 | 39,163 |
| Iron, Steel Products | 39,051 | 58,672 | 61,750 | 47,416 | 63,137 | 43,693 | 52,764 | 68,264 | 53,405 | 33,818 | 521,960 |
| Lard Substitutes | | 1,078 | 213 | 7 | | 4 | | | | | 1,302 |
| Leather Goods | 199 | 560 | 309 | 355 | 245 | 306 | 254 | 221 | 234 | 193 | 2,876 |
| Linoleum | 1,693 | 2,013 | 1,417 | 1,958 | 1,884 | 1,778 | 2,313 | 2,160 | 1,178 | 998 | 17,392 |
| Lubricating Oils | 2,976 | 3,986 | 5,611 | 7,962 | 8,188 | 8,192 | 8,276 | 8,288 | 6,772 | 4,850 | 65,101 |
| Machinery | 1,674 | 5,172 | 3,095 | 4,431 | 4,071 | 4,459 | 4,000 | 3,518 | 3,518 | 2,514 | 35,795 |
| Merchandise | 4,466 | 8,162 | 6,690 | 6,093 | 5,908 | 8,056 | 13,709 | 18,252 | 8,425 | 8,179 | 87,940 |
| Oakum | 43 | 53 | 19 | | | | | | | | 115 |
| Oyster Shells | 1,126 | 578 | 1,196 | 656 | 654 | 603 | 620 | 580 | 775 | 830 | 7,618 |
| Paints, Oils | 1,454 | 2,120 | 1,921 | 2,099 | 2,248 | 2,319 | 1,845 | 2,087 | 1,673 | 1,492 | 19,258 |
| Paper Goods | 4,550 | 5,853 | 4,650 | 7,150 | 7,328 | 7,285 | 6,707 | 5,853 | 5,541 | 5,271 | 60,188 |
| Peanuts | | 26 | 123 | 455 | 441 | 79 | 254 | 298 | 790 | 773 | 3,239 |
| Pianos, Musical Instruments | 478 | 756 | 408 | 329 | 735 | 671 | 221 | 486 | 206 | 116 | 4,406 |
| Pig Iron | | | 276 | | | | | | | | 276 |
| Plumbing Supplies | 9,530 | 21,819 | 19,440 | 20,729 | 19,769 | 19,584 | 12,079 | 15,630 | 13,776 | 8,675 | 161,031 |
| Roofing | | | 251 | 663 | 607 | 154 | 431 | 213 | 208 | 80 | 2,607 |
| Rope, Twine | 523 | 749 | 829 | 1,348 | 1,445 | 1,580 | 1,543 | 983 | 1,321 | 1,144 | 11,465 |
| Rosin | 355 | 287 | 765 | 202 | 320 | 1,004 | 94 | 883 | 1,915 | 3,590 | 9,415 |
| Rubber Goods | 567 | 1,159 | 852 | 980 | 1,077 | 1,605 | 1,483 | 1,514 | 810 | 720 | 10,767 |
| Salt | | | | 689 | 771 | 1,188 | 827 | 828 | 627 | 602 | 5,532 |
| Seeds | 40 | 26 | 36 | 50 | 24 | 36 | 97 | 84 | 80 | 86 | 559 |
| Shoes | 129 | 401 | 233 | 74 | 141 | 334 | 443 | 387 | 108 | 128 | 2,378 |
| Soap, Powder | 1,642 | 2,081 | 2,173 | 2,647 | 3,343 | 3,655 | 4,333 | 5,481 | 4,936 | 4,545 | 34,836 |
| Starch | | 854 | 750 | 558 | 181 | 137 | 12 | | | 54 | 2,646 |
| Stationery, Supplies | 1,040 | 1,465 | 1,382 | 730 | 1,309 | 1,830 | 1,901 | 2,294 | 1,650 | 1,567 | 15,168 |
| Sugar | | 1,416 | 1,162 | 7,334 | 5,663 | 1,868 | 217 | | 11 | | 17,671 |
| Sulphur | | | | | | | | 669 | 105 | 15 | 789 |
| Syrup | 665 | 1,176 | 1,066 | 638 | 939 | 658 | 553 | | 732 | 582 | 7,009 |
| Tile | 10 | | | | | | | | | 70 | 80 |
| Tinplate | 18,042 | 18,664 | 14,536 | 17,722 | 16,824 | 15,762 | 17,159 | 21,200 | 18,695 | 12,823 | 171,427 |
| Tobacco, Cigars | 87 | 60 | 129 | 266 | 265 | 269 | 605 | 401 | 443 | 332 | 2,857 |
| Toys | 276 | 396 | 559 | 570 | 768 | 981 | 975 | 792 | 745 | 642 | 6,704 |
| Turpentine | | | 56 | 69 | 39 | | 6 | | | 37 | 207 |
| Wax | 103 | 219 | 100 | 81 | 36 | 78 | 151 | 196 | 190 | 291 | 1,445 |
| Wood Mfrs. | | 434 | 217 | 74 | 95 | 145 | 193 | 220 | 114 | 59 | 1,551 |
| Woodpulp | | | | | 158 | 16 | 122 | 33 | 3 | 96 | 428 |
| Wool, Wool Waste | | | 120 | 160 | 37 | 129 | 146 | 128 | 75 | 78 | 873 |
| Zinc | | | 35 | 14 | 41 | 17 | 69 | 40 | 18 | 18 | 252 |
| TOTALS | 115,692 | 180,794 | 168,195 | 183,706 | 202,381 | 180,014 | 184,579 | 215,548 | 179,255 | 138,227 | 1,748,391 |

exceed 10% of the assessed valuation, but it will be seen below that in one case—that of Astoria—this percentage has been exceeded, presumably because of shrinkage in valuations.

8. To levy taxes. The tax rate per year must not exceed one per cent plus whatever levy is required to pay the yearly interest on bonds and other outstanding evidences of indebtedness.

9. General power to do such acts and things as shall tend to promote maritime commerce.

A letter was sent out to the different ports requesting copies of their last annual balance sheets and budgets and certain additional information. The information given below is taken from these, which were forthcoming in all but two cases, and from the annual report of the U. S. Engineers for the Portland district.

FOREIGN EXPORTS, IN SHORT TONS, FROM PORTLAND, OREGON (By Commodities)
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|-------------------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Apples, Fresh | 13,270 | 15,925 | 24,087 | 24,718 | 33,538 | 22,915 | 38,380 | 36,089 | 38,711 | 40,594 | 288,227 |
| Asphalt | | | 31 | | | 60 | 30 | 60 | | | 181 |
| Autos, Trucks and Parts | | 275 | 477 | 825 | 261 | 77 | 49 | 246 | 48 | 15 | 2,012 |
| Barley | | | 10,259 | 6,078 | 3,009 | 561 | 902 | 78 | | | 20,887 |
| Beef Casings | | | 55 | 69 | 152 | 95 | | | | | 371 |
| Bones | 91 | 48 | 142 | | | | | | | | 281 |
| Boxboard | | | 59 | | | | 2,977 | 1,862 | 170 | 208 | 5,276 |
| Canned Goods—Apples | | | | | 2,198 | 2,079 | 2,258 | 3,295 | 1,358 | 1,938 | 13,126 |
| Cherries | | | | | 22 | 3 | 28 | 103 | 14 | 8 | 178 |
| Loganberries | | | | | 5,572 | 2,251 | 4,491 | 4,497 | 2,061 | 3,008 | 21,880 |
| Pears | | | | | 4,177 | 5,497 | 7,251 | 5,472 | 4,939 | 10,208 | 37,544 |
| Plums | | | | | 77 | 114 | 396 | 246 | 66 | 13 | 912 |
| Prunes | | | | | 149 | 90 | 170 | 288 | 40 | 112 | 849 |
| Raspberries | | | | | 26 | 43 | 46 | 22 | 33 | 19 | 189 |
| Strawberries | | | | | 86 | 90 | 176 | 63 | 47 | 56 | 518 |
| Others | 5,375 | 4,954 | 7,654 | 12,134 | 514 | 819 | 207 | 319 | 520 | 393 | 32,889 |
| Cascara Bark | 5 | 232 | 465 | 15 | 202 | 242 | 28 | 76 | 239 | 166 | 1,670 |
| Cattle Hoofs | | | | 48 | 32 | 73 | 54 | 53 | 34 | 23 | 317 |
| Cereals | | | | 174 | 443 | 497 | 693 | 1,024 | 930 | 784 | 4,545 |
| Chemicals | 130 | 334 | 341 | 1,389 | 540 | 40 | 612 | 2,802 | | 91 | 6,179 |
| Cocoonut Oil | | | | | | 182 | 169 | 302 | | | 653 |
| Copper | 112 | | | | | | 170 | | | | 282 |
| Copra Cake | | | | | 927 | | 2,806 | 4,050 | 4,397 | 9,751 | 21,931 |
| Cotton | | | | | 149 | | 1,123 | 1,123 | | | 1,272 |
| Doors | 137 | 1,210 | 3,294 | 7,093 | 12,130 | 12,583 | 12,606 | 10,055 | 6,803 | 7,156 | 73,067 |
| Drugs, Supplies | | 24 | 10 | 14 | 1 | 1 | | | | 2 | 52 |
| Drygoods | | 8 | 10 | 4 | 1 | 12 | 27 | 37 | 63 | 42 | 204 |
| Eggs | | | | 152 | 4 | | | 121 | 53 | 28 | 358 |
| Electrical Goods | | 6 | 3 | 2 | 1 | 1 | 1 | 3 | 4 | 1 | 22 |
| Explosives | | | | | | | | | | 34 | 34 |
| Filter Clay | | | | | | | | | | 211 | 211 |
| Flax Fiber | | | | | | 196 | 20 | 1 | | 1 | 218 |
| Flooring Blocks | | | 401 | 524 | 489 | 1,150 | 1,416 | 1,398 | 703 | 497 | 6,578 |
| Flour | 110,438 | 148,565 | 129,838 | 59,068 | 57,944 | 68,586 | 62,144 | 86,764 | 75,689 | 93,888 | 892,864 |
| Fruit (Dried) | 4,836 | 2,672 | 10,764 | 3,413 | 17,952 | 20,013 | 3,457 | 20,001 | 17,096 | 12,680 | 112,884 |
| Fruit (Juice) | | 6 | 9 | 7 | 2 | 2 | 3 | 2 | 6 | 11 | 48 |
| General | 3,023 | 2,499 | 2,971 | 2,336 | 759 | 3,106 | 2,221 | 564 | 672 | 345 | 18,496 |
| Hardware | | 16 | 19 | 24 | 18 | 25 | 8 | 6 | 21 | 13 | 150 |
| Hides | 1,473 | 2,210 | 4,412 | 2,455 | 1,758 | 1,364 | 423 | 610 | 406 | 1,134 | 16,245 |
| Hops | | 24 | 2 | 298 | 275 | 66 | 5 | 12 | 39 | 9 | 730 |
| Honey | | | | | | 66 | 161 | 134 | | 93 | 454 |
| Horse Meat | | | | | 409 | 582 | 239 | | 65 | | 1,295 |
| Infusorial Earth | 65 | 33 | | | 28 | 28 | | | 10 | 64 | 228 |
| Iron, Steel Products | 7,583 | 2,692 | 355 | 640 | 199 | 25 | 1,436 | 356 | 19 | 24 | 13,329 |
| Iron, Steel Scrap | | 667 | 1,127 | 528 | 2,503 | 3,621 | 10,071 | 10,281 | 5,413 | 214 | 34,425 |
| Iron, Other Scrap Metal | | | | | 30 | 376 | 535 | 297 | 164 | 492 | 1,894 |
| Lamps, Supplies | | | | | 53 | 43 | 51 | 58 | 54 | 28 | 287 |
| Lard | 194 | 14 | 56 | 139 | | | 4 | 14 | | 28 | 449 |
| Lead | 1,182 | 1,354 | 1,624 | 1,960 | 224 | | | | | | 6,344 |
| Linseed Cake | | | 560 | 336 | | | | 1,009 | | | 1,905 |
| Lumber | 359,540 | 490,423 | 508,826 | 405,678 | 473,466 | 487,992 | 578,408 | 650,480 | 407,967 | 387,874 | 4,750,966 |
| Machinery | | 648 | 362 | 107 | 104 | 290 | 2 | 345 | 192 | 268 | 2,318 |
| Milk, Canned | 4 | 22 | 19 | 120 | 96 | 339 | 599 | 626 | 1,046 | 403 | 3,274 |
| Milk, Powder | | | | | | 8 | | 33 | | | 80 |
| Millfeed | 1,601 | 210 | 222 | 11 | 33 | 49 | 65 | 41 | 46 | 39 | 2,360 |
| Oats | 124 | 116 | | 131 | 31 | | 2 | 1 | 134 | 711 | 1,250 |
| Old Paper | | 1,475 | 2,005 | 2,637 | 2,553 | 2,472 | 1,386 | 767 | 1,491 | 1,627 | 16,413 |
| Paper | 4,678 | 1,594 | 1,354 | 6,856 | 7,663 | 6,059 | 9,693 | 15,089 | 12,026 | 12,929 | 77,951 |
| Pears, Fresh | 199 | 114 | 5 | 99 | 82 | 431 | 1,996 | 1,901 | 5,068 | 4,499 | 14,394 |
| Peppermint Oil | | | | | | 1 | | | | | 1 |
| Ready Cut Houses | | | 590 | 20 | | 70 | | 129 | 7 | 4 | 820 |
| Rubber Scrap | | | | 39 | 282 | 118 | 163 | 237 | 108 | 331 | 1,278 |
| Rye | 1,103 | | | | | 1,792 | 2,370 | | | 1 | 5,267 |
| Salmon | 335 | 976 | 2,022 | 1,604 | 1,168 | 607 | 1,846 | 815 | 620 | 468 | 10,461 |
| Sausage Casings | | | | | | | 132 | 175 | 184 | 82 | 573 |
| Seeds | | 11 | 29 | | 80 | 5 | 53 | 42 | 93 | 31 | 344 |
| Shingles | | 106 | 21 | 13 | | | | 35 | | | 175 |
| Staves and Shooks | 58 | 50 | 572 | 467 | 3,865 | 7,201 | 7,949 | 8,366 | 4,962 | 659 | 34,159 |
| Tinplate | | | | | | 56 | | 168 | 207 | | 431 |
| Tobacco | | | 135 | 107 | | | | 234 | | | 476 |
| Wheat | 692,283 | 531,990 | 625,541 | 217,571 | 959,763 | 1,081,600 | 675,482 | 614,859 | 595,671 | 442,782 | 6,437,542 |
| Wood Mfs. | 1,186 | 213 | 43 | 189 | 695 | 962 | 223 | 2,399 | 3,144 | 2,938 | 11,992 |
| Wood Pulp | | 3,300 | | | | 50 | | 66 | | 12 | 3,428 |
| Zinc | 734 | | | | | | | | | | 734 |
| Zinc Concentrates | | | | 18,545 | 24,093 | 15,589 | | | | | 58,227 |
| Zinc Slabs | | | | | | 1,405 | 336 | | | | 1,741 |
| TOTALS | 1,209,758 | 1,215,016 | 1,340,771 | 778,577 | 1,620,828 | 1,754,614 | 1,437,482 | 1,490,601 | 1,193,853 | 1,040,095 | 13,081,595 |

FOREIGN EXPORTS, IN SHORT TONS, FROM PORTLAND, OREGON (By Counties)
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COUNTRY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|---------------------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Africa | 2,810 | 2,651 | 702 | | 91 | 2 | 1,473 | 3,766 | 2,720 | 5,952 | 20,167 |
| Algeria | 16,425 | | | | | | | | | | 16,425 |
| Annam | | | | | | | | 151 | | | 151 |
| Argentina | 433 | 5,886 | 4,230 | 11,863 | 13,394 | 25,988 | 28,409 | 33,344 | 10,734 | 5,741 | 140,022 |
| Asia | | | | | | | | 18 | | | 18 |
| Australia and New Zealand | 21,482 | 52,447 | 77,890 | 71,182 | 74,081 | 69,285 | 48,731 | 66,742 | 19,115 | 1,211 | 502,166 |
| Austria Hungary | | | | | | | | 3 | 3 | | 124 |
| Belgium | 6,922 | 6,366 | 10,406 | 24,740 | 50,392 | 86,268 | 12,946 | 14,553 | 14,414 | 13,829 | 240,836 |
| Bermuda | | | | | | | 30 | 744 | | | 774 |
| Bolivia | 655 | | 270 | 126 | 494 | 222 | 481 | 561 | 1,124 | 1,989 | 5,922 |
| Brazil | | 50 | 854 | 938 | | 1,037 | 1,047 | 1,015 | 423 | 204 | 5,568 |
| Canada | | | 661 | | | | 136 | 1 | 16 | 40 | 854 |
| Canal Zone and Panama | 1,371 | 827 | 2,204 | 2,493 | 566 | 444 | 4,025 | 2,355 | 4,965 | 4,319 | 23,569 |
| Chile | 15,764 | 17,276 | 10,394 | 14,733 | 22,328 | 16,808 | 17,407 | 30,882 | 12,234 | 2,077 | 159,903 |
| China | 156,009 | 302,977 | 261,575 | 104,273 | 152,897 | 119,740 | 121,001 | 272,881 | 194,408 | 486,012 | 2,171,773 |
| Colombia | 475 | 73 | 83 | 3,466 | 821 | 5,029 | 5,040 | 5,777 | 3,064 | 1,616 | 25,444 |
| Costa Rica | | | 15 | 20 | 10 | 33 | 42 | 218 | 42 | 1 | 381 |
| Cuba | 40 | | 1 | 1,346 | 4,290 | 5,232 | 2,245 | 997 | 1,881 | 1,440 | 17,472 |
| Czecho-Slovakia | | | | | | | | 26 | 160 | 389 | 575 |
| Danzig | | | 296 | | 491 | 934 | 137 | 566 | 820 | 89 | 3,333 |
| Denmark | 405 | 59 | 817 | 521 | 3,402 | 2,801 | 1,647 | 3,921 | 3,491 | 8,018 | 25,082 |
| Dominican Republic | 33 | | 27 | | | | 3 | 66 | 38 | 13 | 180 |
| Dutch East Indies | 843 | 1,211 | 363 | 115 | 159 | 905 | 13 | 595 | 470 | 129 | 4,803 |
| Ecuador | 3,611 | 3,960 | 2,494 | 3,817 | 3,367 | 4,154 | 2,675 | 1,564 | 2,283 | 1,614 | 29,539 |
| Egypt | 79 | | 2 | 17 | 660 | 8 | | | 200 | | 966 |
| Estonia | | | | | | | | | 1 | 5 | 6 |
| Finland | | 20 | 70 | 118 | 208 | 73 | 50 | 126 | 150 | 33 | 848 |
| France | 5,713 | 13,171 | 1,021 | 420 | 27,077 | 28,644 | 14,658 | 6,096 | 11,930 | 8,683 | 117,413 |
| French West Indies | | | | | | 87 | | | | 40 | 127 |
| Germany | 34,866 | 561 | 8,362 | 5,560 | 39,444 | 40,080 | 30,822 | 43,589 | 29,212 | 23,930 | 256,426 |
| Greece | | | | | | | 1 | 958 | 8,288 | 135 | 9,382 |
| Guatemala | 793 | 1,636 | 223 | 461 | 479 | 350 | 961 | 808 | 1,461 | 1,431 | 8,603 |
| Haiti | | | | | | | | | 33 | 14 | 47 |
| Holland | 43,219 | 5,134 | 12,904 | 20,017 | 35,268 | 96,832 | 56,186 | 21,042 | 45,466 | 42,510 | 378,578 |
| Honduras | 931 | 25 | | | | 13 | 16 | 13 | 165 | 310 | 1,473 |
| Iceland | | | | | | 1 | | | | 23 | 26 |
| India | 2 | 1,998 | 81 | 56 | 1,003 | 6 | 343 | | 601 | 1,100 | 5,302 |
| Italy | 36,266 | 128 | 46,004 | 253 | 67,448 | 192,961 | 92,727 | 6,445 | 36,073 | 4,050 | 482,355 |
| Japan | 334,395 | 485,764 | 372,030 | 228,228 | 315,990 | 300,982 | 382,484 | 361,039 | 237,377 | 162,929 | 3,181,238 |
| Jamaica | | | | | | | 1 | 13 | 50 | 21 | 85 |
| Jugo-Slavia | | | | | | 11 | 1 | 1 | 1 | 8 | 22 |
| Latvia | | | | | | | | | | 22 | 22 |
| Mexico | 1,920 | 3,138 | 99 | 1,883 | 233 | 1,593 | 1,294 | 5,423 | 2,015 | 37 | 17,635 |
| Morocco | 1 | | | | | | | | | | 1 |
| New Foundland | | | | | | | | 1 | | | 1 |
| Nicaragua | 302 | 591 | 37 | 404 | 84 | 70 | 48 | 159 | 192 | 215 | 2,102 |
| Norway | 7,015 | 4,815 | 775 | 6,305 | 9,134 | 16,114 | 1,113 | 621 | 1,038 | 644 | 47,574 |
| Palestine | | | | | | | | | | 37 | 37 |
| Peru | 22,458 | 25,152 | 23,437 | 24,975 | 53,281 | 46,226 | 51,359 | 33,433 | 21,136 | 5,901 | 307,358 |
| Philippine Islands | 12,148 | 14,692 | 16,377 | 13,904 | 15,894 | 19,496 | 22,961 | 24,832 | 25,772 | 23,535 | 189,611 |
| Poland | | | | | | | | 404 | 78 | 1,739 | 2,221 |
| Porto Rico | 100 | 3 | 1 | 16 | 40 | 98 | 109 | 3,118 | 3,524 | 5,774 | 12,783 |
| Portugal | | | | | | | 16,648 | 8,637 | | | 25,285 |
| Roumania | | | | | | | | | | 1 | 1 |
| Russia | 3,500 | | 2,520 | | | | 2 | | | 149 | 6,171 |
| Salvador | 2,521 | 2,877 | 1,304 | 1,630 | 4,480 | 3,168 | 3,224 | 4,510 | 3,983 | 5,324 | 33,021 |
| South Sea Islands | | | | | | | | 1,277 | 1 | 1 | 1,279 |
| Spain | 8,295 | 179 | 34 | 140 | 305 | 5 | 25,315 | 8,551 | 595 | 1,552 | 44,971 |
| Strait Settlements | 33 | | 94 | 8 | 159 | 736 | 720 | 264 | 1,959 | 536 | 4,509 |
| Sweden | 146 | 169 | 827 | 589 | 7,920 | 7,354 | 10,375 | 3,587 | 1,168 | 1,931 | 34,066 |
| Switzerland | | | 9 | 1 | 1 | 1 | 1 | 1 | 2 | 51 | 67 |
| Turkey | | | | | | | | | | | 1 |
| United Kingdom | 467,320 | 257,558 | 480,085 | 232,994 | 709,939 | 658,336 | 471,639 | 507,907 | 485,776 | 210,860 | 4,482,414 |
| Uruguay | 457 | 3,622 | 1,193 | 605 | 3,505 | 2,378 | 6,335 | 6,563 | 2,906 | 1,290 | 28,854 |
| Venezuela and Curacao | | | | 360 | 1,493 | 109 | 599 | 305 | 295 | 466 | 3,627 |
| TOTALS | 1,209,758 | 1,215,016 | 1,340,771 | 778,577 | 1,620,828 | 1,754,614 | 1,437,482 | 1,490,601 | 1,193,853 | 1,040,095 | 13,081,595 |

We will take up briefly each of the twelve ports separately as to its activities and present status.

A letter was sent out to the different ports requesting copies of their last annual balance sheets and budgets and certain additional information. The information given below is taken from these, which were forthcoming in all but two cases, and from the annual report of the U. S. Engineers for the Portland district.

We will take up briefly each of the twelve ports separately as to its activities and present status.

Port of Alsea, Lincoln County.—This port was organized for the purpose of making dock and channel improvements on Alsea Bay and river. It maintains docks and floats at Waldport and Bayview and a tramway at Bayview. No attempt appears to have been made in the past to provide facilities for anything

but very small vessels, but the port has recently requested a government survey with a view to securing deeper water at the entrance.

Port of Astoria, Clatsop County.—This port district includes the whole of Clatsop County. It has had nothing to do with the improvement of the Columbia River entrance or channel, except for the contribution to jetty work mentioned above, but has engaged extensively in the construction of docks and terminals at Astoria. It maintains three piers, with a grain elevator and other handling equipment and a dredge for use in maintaining depth in and around these docks. It is stated that these improvements were made in the expectation of securing a parity in rates with Portland and Puget Sound ports.

While a considerable increase in commerce is said to

have resulted from the building of these terminals, the port district has shared in the City of Astoria's financial difficulties, as will be seen from the table appended below.

Port of Bandon, Coos County.—The Port of Bandon is located at the mouth of the Coquille River in Coos County. It was organized for the purpose of co-operating with the federal government and deepening the river channel between the entrance and the cities of Bandon and Coquille, for which purpose it issued bonds.

The present federal project is for a channel over the bar to be provided and maintained by the government, the port being charged with the duty of maintaining the river channel above the jetties. The port owns a bar tug, a dredge and marine shipways and a dock at Prosper, near Bandon.

The principal item of commerce is rafted logs and piling.

Port of Bay City, Tillamook County.—This district was organized in 1910 for the purpose of co-operating on a fifty-fifty basis with the federal government in the development of Tillamook Bay and its entrance. At that time the port had no railroad and shipping was greatly hampered by channel conditions. The port issued bonds to provide funds for this cooperation.

In 1918 the north jetty was completed and a channel dredged to Bay City, which later silted up again. In 1925 the government ceased to require local co-operation, but the port thereafter nevertheless spent a considerable sum for dredging.

The port owns considerable water front for wharf sites, but maintains no docks. Commerce consists principally of lumber from one mill.

Port of Coos Bay, Coos County.—The Port of Coos Bay was organized in 1909 for the purpose of improving the channel of Coos Bay by dredging, providing docks and other facilities and maintaining pilot service. It has not been required to contribute to the government project, but has, nevertheless, done much dredging. It owns water front, docks with tracks and handling facilities, local storage facilities, tide flats for deposit of channel dredgings, industrial sites, a dredge and an airplane field on port property but under private management.

Commerce consists almost entirely of lumber and logs out-bound and petroleum products in-bound.

Coquille River, Coos County.—The Port of Coquille River embraces a district on the Coquille River above the boundaries of the Port of Bandon. It was organized

for the purpose of improving the river for navigation up to Myrtle Point until navigation on that part of the river ceased, and improving the upper streams for running logs. Its activities at the present time are so limited that no tax levy has been required for several years. The principal item of commerce is logs and piling.

Port of Nehalem, Tillamook County.—We have no information from this district except as given in the table below.

Port of Newport, Lincoln County.—The Port of Newport was organized for the purpose of the improvement of Yaquina Bay and entrance, co-operating with the government on a fifty-fifty basis until 1921, when the government released this requirement, the port itself doing a considerable part of the jetty work under contract with the government. Commerce consists principally of logs and lumber.

Port Orford, Curry County.—This district was organized to finance the construction of a dock at Port Orford to facilitate the shipment of cedar logs. The port has engaged in no other activities.

Siuslaw River, Lane County.—The port was organized for the purpose of co-operating with the government in jetty construction and dredging, on approximately a fifty-fifty basis. There was no railroad transportation when the district was organized, although a railroad was later constructed. The present activities of the port are limited. Commerce consists almost entirely of logs.

Port of Toledo, Lincoln County.—This district includes Yaquina River above the Port of Newport and was organized for the purpose of improving the river channel up to Toledo, at first without and later with government co-operation.

Port of Umpqua, Douglas County.—The port was organized in 1913 for the purpose of co-operating with the government in jetty construction on a fifty-fifty basis, in addition to which it has built and maintains a dredge and has engaged in deepening the river channel between the entrance and Reedsport. It is now relieved of co-operation in connection with the harbor entrance, but is required to maintain the river channel. It owns water frontage and a warehouse in addition to the above mentioned dredge. Commerce consists principally of lumber and logs.

The following chart gives such financial information as we have been able to gather concerning the various ports:

| PORT | Assessed Valuation 1931 When Not Indicated | 7-1-31 Net Debt | Ratio of Debt to Assessed Valuation | CURRENT TAX LEVY | | EXPENDITURES AS BUDGETED (For 1932) | | | Government Expenditures to June 30, 1931 |
|----------------|--|--------------------|---|---------------------|---------|---|-----------------|--------------------|---|
| | | | | Amt. | Millage | Bonded Debt Service and Misc- ellaneous Interest | Overhead | Miscel- laneous | |
| Alesea | \$ 953,355 | None | | \$ 1,049 | 1.1 | | \$ 110 | \$ 4,003 | None |
| Astoria | 27,282,166 | \$3,643,841 | 13.36% | 292,919 | 10.7 | \$ 292,075 | 18,670 | 152,220 | None aside from Col- umbia River pro- ject |
| Bandon | 6,438,386 | 31,400 | .49% | 12,876 | 2.0 | 6,320 | 1,126 | 12,300 | \$705,107 (including work in Coquille River District) |
| Bay City | 9,219,130 | 448,000 | 4.86% | 94,976 | 10.3 | 76,215 | 750 | 17,510 | \$861,465 |
| Coos Bay | 13,132,907 | 761,933 | 5.80% | 107,689 | 8.2 | 77,842 | 8,970 | 31,980 | \$7,358,861 (not in- cluding Coos River) |
| Coquille River | 6,962,131 | None | | No Levy | | | 276 | 703 | \$705,107 (including work in Bandon District) |
| Nehalem | 5,031,750 | 67,000 | 1.33% | 35,224 | 7.0 | . | . | . | None |
| Newport | 4,573,876 | 238,007 | 5.24% | 37,507 | 8.2 | . | . | . | \$1,511,630 |
| Portland | 364,659,245 | 3,158,333 | .86% | 656,386 | 1.8 | 141,162 | 40,700 | | \$10,700,000 |
| Port Orford | 1,024,590 | 53,500 | 1.19% | 5,559 | 5.4 | . | . | . | None |
| Siuslaw | 3,861,612 (1930) | 3,752 | .10% | 10,040 | 2.6 | . | . | . | \$567,653 |
| Toledo | 5,669,331 | 160,000 | 2.82% | 18,141 | 3.2 | . | . | . | \$42,800 (above New- port only: see New- port) |
| Umpqua | 5,351,605 | 300,000 | 5.61% | 44,418 | 8.3 | 43,250 (1931) | 3,356 (1931) | 5,065 (1931) | \$1,221,090 |

* No budget data available.

** Figures not available; no work being done

OTHER WORLD PORTS

Your committee has studied the activities of the port authorities of a number of large ports throughout the United States for the sake of comparison. A detailed study was made of Baltimore, Boston, Houston, Los Angeles, New Orleans, New York, Philadelphia, San Francisco and Seattle and some information was gathered as to a number of other ports situated on rivers. The findings (including Portland) are summarized as follows:

The port authorities in four of these ports, including Portland, are municipal corporations governed by a board of commissioners; four are not municipal corporations but are also governed by commissioners; and two are divisions of the state government and are governed by state boards. The number of members on the boards or commissions varies from one to nine.

Two Bodies Serve Ship Interests

Portland is the only port having two public bodies, (The Port of Portland and the Dock Commission) to serve the shipping interests of the community.

Portland and Seattle are the only large ports in which the members of the board are elected by the voters. In three ports the members are appointed by the governor of the state; in one by the governor with the consent of the senate and in one by the governor and the mayor with consent of the city council; in two ports they are appointed by the city councils in the district; and in one port they are appointed by a state navigation board. The commissioners of all other Oregon ports are elected.

As to the respective powers exercised by the governing bodies of these ports, we find that nine have general supervision over harbors and docks; and one (Port of Portland) has full supervision over the port except docks, which are administered by another public body.

Portland is the only American port studied which has the direct power of taxation. As to the issuance of bonds, five ports, including Portland, have the power to issue bonds and five ports do not have this power.

Portland is the only American port studied which gives towage service. Two of the ports studied give pilotage service, as Portland formerly did.

SHIPMENTS BY WATER FROM PORTLAND TO HAWAII, IN SHORT TONS

FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|---------------------|----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|
| Apples, Fresh | | | | 22 | 20 | 47 | 101 | 127 | 193 | 138 | 648 |
| Auto Supplies | | | | 4 | 1 | 3 | 1 | 120 | 2 | | 131 |
| Barley | | | 303 | 107 | 26 | | 1 | | | 3 | 440 |
| Beverages | | | | | | | | 2 | | 1 | 3 |
| Boxboard | | | | | | | 6 | 64 | 70 | 48 | 188 |
| Burlap Bags | | | | | | 50 | 25 | 4 | | 2 | 81 |
| Butter | | | 15 | | 10 | | | | 39 | 33 | 97 |
| Canned Goods | | | 14 | 80 | 8 | 24 | 85 | 30 | 60 | 75 | 376 |
| Cereals | | | 5 | 9 | 10 | 21 | 79 | 55 | 110 | 70 | 359 |
| Cheese | | | 2 | 4 | 1 | | | 6 | 11 | 10 | 34 |
| Confectionery | | | 8 | 2 | | 2 | 10 | 14 | 6 | 5 | 47 |
| Corn | | | 18 | 67 | 23 | 13 | 48 | 61 | 12 | 13 | 255 |
| Doors | | | | 22 | 80 | 25 | 79 | 99 | 13 | 2 | 320 |
| Drygoods | | | 8 | 17 | 13 | 16 | 10 | 9 | 8 | 4 | 85 |
| Eggs | | | 19 | 30 | 4 | | | 5 | 5 | 113 | 176 |
| Electrical Goods | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 |
| Fertilizer | | | | 327 | | | | | 160 | 2,452 | 2,939 |
| Flour | | | 493 | 2,244 | 1,779 | 1,099 | 1,573 | 1,107 | 1,584 | 1,435 | 11,214 |
| Furniture, Fixtures | | | 40 | 50 | 18 | 10 | 53 | 157 | 68 | 205 | 601 |
| Firebrick | | | | 10 | | | | | 15 | | 25 |
| Groceries | | | 2 | 5 | 3 | 39 | 10 | 51 | 48 | 38 | 196 |
| Hardware | | | 1 | 1 | 8 | 5 | 31 | 17 | 1 | 7 | 71 |
| Hay | | | 122 | | | | | 9 | | | 131 |
| Iron Mfs. | | | | | 5 | 7 | 372 | 56 | 26 | 109 | 575 |
| Lamps, Supplies | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 6 |
| Lumber | 3 | 1,637 | 290 | 1,817 | 837 | 394 | 1,068 | 179 | 3,097 | 8,792 | 18,114 |
| Lard | | | 7 | | | | | | | | 7 |
| Machinery | | | | | 6 | 15 | 7 | 55 | 10 | 26 | 119 |
| Meats | | | 16 | | | | | 13 | 65 | 96 | 190 |
| Merchandise | | | 22 | 46 | 32 | 610 | 84 | 101 | 71 | 40 | 1,006 |
| Milk, Canned | | | 61 | 26 | 18 | 1 | 16 | 17 | 37 | 193 | 369 |
| Millfeed | | | 288 | 1,156 | 1,057 | 963 | 816 | 728 | 838 | 1,216 | 7,062 |
| Oats | | | | 1 | | | 151 | 194 | 105 | 39 | 490 |
| Onions | | | | | | | | | 134 | 342 | 476 |
| Paper | | | 422 | 1,132 | 1,439 | 1,516 | 2,324 | 2,391 | 2,389 | 2,028 | 13,641 |
| Pears, Fresh | | | | | | | 13 | 15 | 20 | 20 | 68 |
| Plumbing Supplies | | | | 1 | | 1 | 4 | 2 | 8 | | 16 |
| Poultry | | | 2 | 4 | | 2 | 3 | 2 | 1 | 1 | 15 |
| Poultry Food | | | 82 | 248 | 44 | 21 | 167 | 77 | 5 | 19 | 663 |
| Potatoes | | | | 20 | | 59 | | 5 | 12 | 1 | 97 |
| Prunes, Dried | | | 3 | 1 | 1 | 1 | 1 | 15 | 9 | 13 | 7 |
| Rope | | | | | 12 | 12 | 17 | | | | 68 |
| Shoes | | | 1 | 8 | 5 | 5 | 7 | 5 | | | 31 |
| Soap | | | 148 | 53 | | 5 | 29 | 35 | 139 | 48 | 457 |
| Staves, Shooks | 4 | | 235 | 23 | 30 | 507 | 2,665 | 2,433 | 952 | 243 | 7,092 |
| Shingles | | | 45 | 309 | 25 | | 5 | 8 | | | 392 |
| Tile | | | | | | | | | 1,229 | 554 | 1,783 |
| Trunks, Suit Cases | | | 18 | 24 | 26 | 37 | 46 | 33 | 32 | 30 | 246 |
| Vegetables, Fresh | | | 71 | | | | | | | | 71 |
| Wheat | | | 39 | 38 | 40 | 22 | 40 | 25 | 492 | 32 | 728 |
| Wood Mfs. | | | | 9 | 31 | 11 | 33 | 32 | 79 | 58 | 253 |
| TOTALS | 7 | 1,637 | 2,801 | 7,918 | 5,604 | 5,445 | 9,982 | 8,360 | 12,157 | 18,556 | 72,467 |

Portland Co-operative Efforts Are Unique

A study of the activities of the federal government in providing main channel improvements for all of the ports mentioned above and in all other major American ports reveals that the Port of Portland is required to give a greater degree of local co-operation than any other port. The federal government has accepted full responsibility for dredging and maintaining the main channels of the following ports: Boston, New York, Philadelphia, Wilmington, Baltimore, Norfolk, New Orleans, Galveston, San Francisco, and Los Angeles. In some instances the federal government has required some co-operation in the past, and at Norfolk, Los Angeles, and Baltimore the local port is required to supply areas for the disposal of the dredged material. In several other ports the local authority is required to take steps to provide adequate terminal facilities, rights of way, roads, etc. But in none of these is the

type of co-operation given by the Port of Portland required. In creating an artificial port at Houston, Texas, the federal government has required some local contributions to the cost of dredging the main channel, but even here the local contribution has been only \$1,365,000 while the federal government has spent \$9,569,848.

Federal Projects Are Listed

The projects adopted by the federal government for the improvement of main channels of ports at some distance from the sea are given in the following table:

| Name of Port | Distance from Sea | Minimum Channel Depth | Minimum Width |
|------------------------|-------------------|-----------------------|---------------|
| Portland, Ore. | 113 miles | 35 feet | 500 feet |
| Baltimore, Md. | 170 miles | 35 feet | 250 feet |
| Houston, Texas. | 50 miles | 30 feet | 150 feet |
| New Orleans, La. | 110 miles | 35 feet | 750 feet |
| Philadelphia, Pa. | 101.2 miles | 35 feet | 800 feet |

SHIPMENTS BY WATER FROM PORTLAND TO PACIFIC COAST PORTS, IN SHORT TONS

FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|--------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| Apples, Fresh | 1,552 | 2,448 | 4,828 | 2,723 | 2,418 | 524 | 601 | 321 | 218 | 836 | 16,469 |
| Autos | 197 | 402 | 308 | 495 | 494 | 462 | 438 | 372 | 627 | 495 | 4,290 |
| Auto Supplies | | | | 778 | 384 | 273 | 411 | 500 | 499 | 537 | 3,382 |
| Barley | 2 | 125 | 530 | 614 | 118 | 12 | 124 | 3 | | 46 | 1,574 |
| Beverages | | | 207 | 179 | 137 | 226 | 262 | 320 | 274 | 515 | 2,120 |
| Boxboard | | | | | | | | 3,783 | 1,116 | 88 | 4,987 |
| Butter | 271 | 342 | 391 | 218 | 542 | 581 | 214 | 825 | 643 | 626 | 4,653 |
| Canned Goods | 9,041 | 10,248 | 11,879 | 14,973 | 16,841 | 17,293 | 18,917 | 22,794 | 18,811 | 17,168 | 157,965 |
| Cereals | 2,000 | 2,191 | 2,855 | 10,378 | 7,486 | 8,323 | 3,926 | 2,523 | 3,755 | 4,042 | 47,479 |
| Cheese | 216 | 187 | 119 | 170 | 261 | 185 | 325 | 373 | 440 | 1,412 | 3,688 |
| Chemicals | 329 | 303 | 265 | 555 | 347 | 547 | 610 | 320 | 376 | 756 | 4,408 |
| Cocanut Oil | | 475 | 667 | 345 | 216 | 565 | 743 | 609 | 34 | 116 | 3,770 |
| Confectionery | 285 | 273 | 289 | 232 | 411 | 318 | 333 | 323 | 295 | 295 | 3,119 |
| Copper, Brass | 133 | 62 | 29 | 98 | 53 | 79 | 190 | 37 | 16 | 18 | 715 |
| Corn | | | | | | | | | | 10 | 10 |
| Drugs, Supplies | 67 | 101 | 83 | 93 | 122 | 78 | 76 | 120 | 204 | 281 | 1,225 |
| Drygoods, Clothing | 584 | 618 | 844 | 769 | 630 | 581 | 722 | 793 | 524 | 446 | 6,511 |
| Electrical Goods | 179 | 252 | 284 | 245 | 244 | 336 | 372 | 412 | 498 | 372 | 3,194 |
| Flour | 49,953 | 53,348 | 73,558 | 69,809 | 64,729 | 76,811 | 96,638 | 91,759 | 82,865 | 83,528 | 742,998 |
| Fruit, Vegetables | 3,654 | 2,851 | 4,552 | 2,395 | 2,941 | 2,039 | 2,637 | 3,371 | 2,981 | 8,117 | 35,538 |
| Glassware | 239 | 445 | 644 | 472 | 454 | 349 | 395 | 367 | 269 | 263 | 3,897 |
| Grain Bags, Burlap | 484 | 321 | 1,887 | 2,041 | 1,707 | 2,524 | 3,255 | 1,681 | 1,605 | 776 | 16,281 |
| Groceries | 1,700 | 2,075 | 2,002 | 1,477 | 1,579 | 1,703 | 1,341 | 1,235 | 963 | 1,475 | 15,551 |
| Hardware | 893 | 1,244 | 911 | 1,408 | 1,124 | 1,085 | 1,703 | 967 | 961 | 820 | 11,116 |
| Hides, Leather | 181 | 154 | 109 | 81 | 112 | 110 | 99 | 134 | 30 | 79 | 1,089 |
| Hops | | | 6 | 12 | 6 | 14 | 1 | | | 86 | 125 |
| Household Goods | 1,928 | 2,348 | 1,911 | 1,625 | 1,474 | 1,832 | 2,275 | 1,712 | 1,899 | 2,138 | 19,142 |
| Hay | | | 670 | | | | | | | 670 | 670 |
| Iron, Steel | 4,477 | 2,719 | 4,743 | 4,898 | 2,906 | 1,760 | 1,303 | 1,899 | 1,743 | 3,015 | 29,463 |
| Lead | 4,139 | 5,212 | 6,803 | 7,863 | 8,303 | 9,007 | 9,236 | 8,355 | 6,239 | 4,550 | 66,607 |
| Lumber | 114,258 | 245,320 | 196,286 | 308,170 | 262,649 | 227,817 | 312,195 | 293,640 | 217,449 | 198,979 | 2,376,763 |
| Machinery | 675 | 918 | 509 | 563 | 671 | 659 | 962 | 1,050 | 988 | 816 | 7,811 |
| Meal | 265 | 2,544 | 1,934 | 1,693 | 1,514 | 736 | 714 | 2,923 | 1,784 | 1,241 | 15,348 |
| Meats | 90 | 136 | 300 | 178 | 110 | 47 | 77 | 82 | 114 | 56 | 1,190 |
| Merchandise | 7,240 | 4,980 | 3,757 | 4,775 | 4,186 | 4,866 | 4,172 | 5,045 | 7,261 | 6,252 | 52,535 |
| Milk, Canned | 4,265 | 7,380 | 6,224 | 2,387 | 4,125 | 2,713 | 1,800 | 2,684 | 1,619 | 1,636 | 34,833 |
| Millfeed | 21,964 | 39,283 | 30,030 | 30,692 | 16,969 | 9,528 | 13,563 | 15,343 | 12,239 | 19,069 | 208,680 |
| Oats | 1,901 | 4,424 | 3,985 | 6,078 | 3,295 | 2,505 | 913 | 1,609 | 2,049 | 5,696 | 32,457 |
| Oil, Lubricating | 212 | 344 | 389 | 778 | 872 | 875 | 215 | 134 | 200 | 92 | 4,111 |
| Paper | 79,376 | 71,523 | 64,868 | 70,763 | 113,441 | 122,185 | 141,747 | 144,028 | 113,422 | 109,967 | 1,031,895 |
| Paints, Oils | 387 | 1,506 | 1,133 | 957 | 330 | 741 | 1,334 | 930 | 942 | 834 | 9,096 |
| Plumbing Supplies | 239 | 514 | 485 | 210 | 189 | 199 | 307 | 375 | 368 | 306 | 3,183 |
| Potatoes | 560 | 3,189 | 10,460 | 7,432 | 21,373 | 19,544 | 22,000 | 12,883 | 13,444 | 15,412 | 125,297 |
| Paper Pulp | | 12,866 | | | | | | | | | 12,866 |
| Rubber Goods | 322 | 283 | 436 | 247 | 203 | 234 | 253 | 151 | 138 | 112 | 2,379 |
| Rye | | 370 | 272 | 31 | | | | 3 | | | 677 |
| Salmon | 250 | 300 | 254 | 151 | 126 | 64 | 872 | 14 | 27 | 139 | 2,197 |
| Seeds | 353 | 300 | 383 | 405 | 557 | 444 | 536 | 586 | 831 | 1,177 | 5,571 |
| Shingles | | | 702 | 388 | 645 | 617 | 195 | 264 | 484 | 15 | 3,310 |
| Soap | 905 | 1,463 | 909 | 430 | 581 | 179 | 214 | 172 | 247 | 190 | 5,290 |
| Staves, Shooks | 4,912 | 5,432 | 2,826 | 4,767 | 4,649 | 3,183 | 4,135 | 5,902 | 5,197 | 4,609 | 45,612 |
| Sulphur | 39 | 18 | 20 | | | 50 | | | | | 127 |
| Tallow | | 138 | 105 | 48 | 51 | 57 | 142 | 191 | 419 | 560 | 1,711 |
| Tin Scrap | 2,429 | 2,140 | 1,845 | 1,921 | 2,104 | 2,451 | 2,472 | 2,617 | 2,154 | 1,735 | 21,868 |
| Twine, Cordage | 143 | 165 | 167 | 58 | 54 | 63 | 104 | 124 | 211 | 173 | 1,252 |
| Vinegar | 1,098 | 1,266 | 1,131 | 727 | 879 | 1,377 | 1,603 | 1,222 | 1,048 | 1,035 | 11,386 |
| Wheat | 1,354 | 30,146 | 68,081 | 78,663 | 27,774 | 21,362 | 11,384 | 5,523 | 48,839 | 141,932 | 435,058 |
| Wood Mrs. | | 277 | 412 | 163 | 351 | 516 | 658 | 766 | 839 | 1,566 | 5,548 |
| Wool | 109 | 30 | 154 | 38 | 143 | 2 | 75 | 58 | 56 | 18 | 683 |
| Woodpulp | | | | 359 | 3,560 | 3,428 | 5,790 | 9,957 | 14,425 | 9,868 | 47,028 |
| TOTALS | 326,050 | 525,999 | 519,433 | 644,918 | 587,440 | 553,059 | 675,579 | 654,184 | 574,744 | 656,392 | 5,717,798 |

SHIPMENTS BY WATER FROM PORTLAND TO GULF PORTS, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|-----------------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Burlap Bags | | | 1,055 | 384 | 1,400 | 376 | 426 | 201 | 495 | 634 | 4,971 |
| Canned Goods | 139 | 629 | 1,021 | 850 | 1,035 | 951 | 1,298 | 988 | 1,581 | 1,688 | 10,180 |
| Cascara Bark | | | 14 | | | | | | | 49 | 63 |
| Doors | | | | | 83 | | | | 45 | 14 | 142 |
| Drugs | | | | | | | | | | 31 | 31 |
| Fiber | | | | | | | | | 57 | | 57 |
| Flour | 1,557 | 1,157 | 2,727 | 4,910 | 4,393 | 1,943 | 4,518 | 3,111 | 1,102 | 744 | 26,162 |
| Furniture | 3 | 15 | 32 | 27 | 3 | 5 | 9 | 2 | 11 | 8 | 115 |
| Hay | | | 73 | | | | | | | | 73 |
| Hops | | | | | | | | | | 367 | 367 |
| Lumber | 47 | 5,971 | 5,018 | 6,461 | 12,556 | 3,572 | 2,622 | 6,382 | 4,593 | 2,420 | 49,642 |
| Machinery | 172 | 18 | 7 | 275 | 33 | 19 | 16 | 27 | 22 | 341 | 930 |
| Meal | | | 26 | | | | | | | | 26 |
| Merchandise | 260 | 161 | 99 | | 318 | 542 | 286 | 496 | 239 | 214 | 2,615 |
| Millfeed | | | | | | | | | | 550 | 550 |
| Milk, Canned | | | | 137 | 217 | 497 | 441 | 1,039 | | 248 | 2,579 |
| Milk, Powder | | | | 34 | | 55 | 20 | | | | 109 |
| Paper and Paper Waste | 87 | 81 | 49 | 614 | 373 | 1,081 | 1,866 | 2,566 | 1,999 | 2,399 | 11,115 |
| Pickles | 19 | | 17 | 21 | 19 | 22 | 116 | 19 | | 245 | 478 |
| Prunes, Dried | 54 | 119 | 212 | 91 | 235 | 82 | 17 | 124 | 73 | 32 | 1,039 |
| Other Fruit, Dried | | | 63 | | | | | | | 6 | 69 |
| Rope | | | | | 41 | | | | | | 41 |
| Salmon, Canned | 338 | 398 | 389 | 269 | 518 | 770 | 484 | 501 | 231 | 587 | 4,485 |
| Seeds | | | | | 20 | 57 | 199 | 338 | 1,035 | 1,485 | 3,134 |
| Staves and Shooks | | 77 | | | | 21 | | | | | 98 |
| Vinegar | | 38 | | | | 16 | 31 | 45 | 19 | 18 | 167 |
| Tallow | | | 20 | | | | | | | | 20 |
| Wood Mfs. | 72 | 79 | 87 | 43 | | 11 | 316 | 1,096 | 340 | 11 | 2,055 |
| Wood Pulp | | | | | | | | | | 2,288 | 2,288 |
| Woolen Goods | | 14 | 5 | 1 | 3 | 3 | 1 | 5 | 11 | 4 | 47 |
| Wheat | | | 500 | | | | | | | | 500 |
| TOTALS | 2,748 | 8,757 | 11,414 | 14,117 | 21,247 | 10,022 | 12,666 | 16,940 | 11,853 | 14,383 | 124,147 |

SHIPMENTS BY WATER FROM PORTLAND TO ALASKA, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|---------------|
| Apples, Fresh | | | | | | | | | | 1 | 1 |
| Beverages | | 2 | 2 | | 3 | 4 | 3 | 5 | 6 | 4 | 29 |
| Boats, Supplies | | 91 | 21 | 128 | 165 | 81 | 6 | 39 | 51 | 11 | 593 |
| Box Shooks | | 441 | 274 | 324 | 294 | 332 | 120 | 496 | | | 2,281 |
| Butter | | | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 30 |
| Canned Goods | | 24 | 27 | 32 | 16 | | 31 | 22 | 7 | 9 | 168 |
| Cans, Empty | | 248 | 333 | 226 | 301 | 179 | 263 | 1,084 | | | 2,634 |
| Chemicals | | 1 | | | | 1 | 1 | 25 | | | 28 |
| Coal | | 853 | 550 | 561 | 606 | 594 | 581 | 17 | 20 | | 3,782 |
| Coffee | | | 2 | 2 | 2 | 3 | 3 | 4 | 2 | 1 | 19 |
| Eggs | | | 2 | 2 | 2 | 2 | | 5 | 6 | 4 | 23 |
| Electrical Goods | | 2 | | | 1 | | | | | | 3 |
| Flour | 18 | 13 | 17 | 31 | 38 | 46 | 36 | 68 | 3 | 13 | 283 |
| Fruit and Vegetables | | 42 | 30 | 2 | 38 | 34 | 41 | 8 | 7 | | 209 |
| Furniture | | | | | 2 | 2 | 2 | | | | 9 |
| Groceries | | 37 | 16 | 14 | 12 | 10 | 26 | 70 | 11 | 6 | 202 |
| Hardware | | 15 | 6 | 14 | 8 | 17 | 13 | 12 | 5 | 1 | 91 |
| Hay, Straw | | 4 | 5 | | 27 | 4 | | 6 | | 1 | 47 |
| Iron and Steel | | 9 | 18 | 16 | 10 | 32 | 42 | 41 | | | 168 |
| Livestock | | 6 | 6 | 4 | 6 | 6 | 4 | 7 | 2 | 2 | 43 |
| Lumber | 240 | 312 | 285 | 380 | 381 | 941 | 257 | 491 | 86 | 11 | 3,384 |
| Machinery | | 16 | 20 | 14 | 38 | 68 | 47 | 73 | 14 | 1 | 291 |
| Meats | | 10 | 10 | 7 | 7 | 13 | 15 | 40 | 21 | 19 | 142 |
| Merchandise | 2,000 | 17 | 35 | 48 | 34 | 114 | 108 | 94 | 130 | 1 | 2,581 |
| Millfeed | | 4 | 4 | 10 | | 6 | 13 | 8 | | 3 | 48 |
| Milk, Canned | | | 9 | 8 | 11 | 14 | 15 | 16 | 4 | 3 | 80 |
| Nets, Supplies | | 14 | 8 | 4 | 28 | 4 | 6 | | 10 | 8 | 82 |
| Oils, Grease | | 408 | 739 | 742 | 1,434 | 1,153 | 1,167 | 36 | | 5 | 5,764 |
| Oil, Refined | | 103 | 72 | 116 | 108 | 97 | 136 | 172 | 92 | | 896 |
| Paints | | | 6 | 8 | 2 | 6 | 9 | 12 | 7 | | 50 |
| Paper and Labels | | 12 | 11 | 14 | 10 | 20 | 5 | | | | 72 |
| Potatoes | | 8 | | 34 | | 15 | | 26 | 22 | 22 | 127 |
| Rice | | | | | | | | 61 | | 8 | 69 |
| Rope, Twine | | 6 | 11 | 8 | 7 | 8 | 4 | 2 | 1 | | 47 |
| Sails, Tents | | | 1 | | | | | | | 1 | 2 |
| Salt | | 60 | 63 | 27 | 1 | 130 | 47 | 75 | 1 | 1 | 405 |
| Soap | | 1 | | | 20 | | 2 | 3 | | 1 | 27 |
| Sugar | | 9 | 10 | 19 | 21 | 32 | 35 | 48 | 12 | 12 | 198 |
| Tan Bark | | 3 | 3 | 2 | | | 1 | | | | 6 |
| Tin Plate | | 257 | 162 | 204 | | | | | | | 623 |
| Tobacco | | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 3 | 1 | 12 |
| Wood Mfs. | | 272 | | | 51 | | | | | | 323 |
| Wood Ties | | | | | 2 | | | | | 15 | 17 |
| TOTALS | 2,258 | 3,301 | 2,779 | 3,055 | 3,691 | 3,974 | 3,044 | 3,071 | 527 | 179 | 25,879 |

SHIPMENTS BY WATER FROM PORTLAND TO ATLANTIC COAST PORTS, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

| COMMODITY | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | TOTALS |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Apples, Fresh | 1,425 | 195 | 145 | 20 | 26 | | | | | 83 | 1,894 |
| Balsam Fir | 26 | 32 | 15 | 25 | 53 | 68 | 61 | 30 | 45 | 38 | 393 |
| Beef Casings | 21 | 16 | 23 | 31 | 10 | 56 | | | | | 157 |
| Bones | | | | 29 | | | | | | | 29 |
| Burlap Bags | | | 178 | 47 | 163 | 32 | 12 | 10 | 11 | 13 | 466 |
| Beans | | 10 | | 20 | | | | | | | 30 |
| Canned Goods | 13,618 | 12,565 | 12,903 | 13,156 | 18,838 | 22,296 | 31,855 | 33,039 | 33,457 | 29,179 | 220,906 |
| Casara Bark | 430 | 287 | 270 | 183 | 419 | 167 | 36 | 78 | 60 | 82 | 2,012 |
| Cocanut Oil | | | | 53 | 63 | | | | | | 63 |
| Copper | | | 16,517 | 15,934 | 11,238 | 6,376 | 5,719 | 8,262 | 4,808 | 1,001 | 69,855 |
| Cotton in Bond | | | 187 | 428 | 55 | | | | | | 670 |
| Cross Arms | 731 | 1,342 | 976 | 242 | 96 | 371 | 246 | | | | 4,004 |
| Doors | 4,961 | 7,230 | 4,361 | 5,968 | 4,739 | 5,330 | 5,089 | 5,007 | 3,180 | 4,084 | 49,949 |
| Eggs | | 130 | | | | | | | | | 130 |
| Flax | | 50 | | | | | 9 | 12 | | | 71 |
| Flax Fiber | | 1,746 | | 26 | 39 | 1 | 15 | 26 | 109 | 33 | 1,995 |
| Flour | 2,492 | 8,011 | 13,156 | 27,933 | 32,526 | 21,510 | 37,292 | 34,823 | 29,198 | 34,041 | 240,982 |
| Food, Animal | | 260 | 70 | | | | | | | | 966 |
| Fruit, Frozen | | 272 | 84 | 91 | 136 | 55 | 85 | 23 | 60 | 69 | 330 |
| Fruit Juice | 69 | | | | | | | | | | 944 |
| Furniture | 7 | 1 | 38 | 63 | 45 | 142 | 335 | 182 | 159 | 117 | 1,089 |
| Fertilizer | | 317 | 502 | | | | | | | | 819 |
| Glue | | 56 | | | | | | | | | 56 |
| Glycerine | | | 100 | 49 | 22 | 22 | | 62 | 68 | 33 | 356 |
| Grape Root | 19 | 49 | 25 | 31 | 32 | 14 | 3 | 21 | 13 | 3 | 210 |
| Hair | | 169 | 19 | 39 | 12 | 23 | 16 | 23 | 25 | 9 | 335 |
| Hardware | 32 | 181 | 55 | 81 | 153 | 69 | 74 | 37 | 61 | 65 | 808 |
| Hay | 14 | 136 | 1,618 | 187 | | | | | 926 | 116 | 1,724 |
| Hemp | | | 1,138 | 737 | 38 | 119 | 928 | | | | 2,960 |
| Hemp in Bond | | | 10,462 | 7,755 | 3,221 | 5,160 | 1,501 | | | | 28,099 |
| Hides | 2,312 | 1,981 | 1,940 | 2,118 | 4,330 | 3,386 | 2,817 | 3,008 | 3,298 | 3,141 | 28,331 |
| Hops | 108 | 856 | 234 | 367 | 300 | 190 | 136 | 145 | 315 | 546 | 3,197 |
| Horse Hair | 62 | | | | | | | | | | 62 |
| Infusorial Earth | 1,293 | 1,617 | 839 | 938 | 340 | 374 | 356 | 255 | 275 | 185 | 6,472 |
| Iron, Steel | | | | 1,175 | 294 | 206 | 61 | 89 | 121 | 286 | 2,232 |
| Lard | | | 275 | | | | | | | | 275 |
| Lead | 1,165 | 2,504 | 1,084 | | 2,628 | 1,869 | 255 | 908 | 8,112 | 12,123 | 30,648 |
| Lumber | 42,751 | 95,382 | 202,079 | 254,194 | 243,812 | 174,274 | 286,736 | 284,736 | 229,409 | 250,280 | 2,063,543 |
| Machinery | 90 | 135 | 163 | 306 | 687 | 501 | 332 | 1,171 | 384 | 540 | 4,309 |
| Manganese Ore | | | 1,140 | 2,875 | | | | | | | 4,015 |
| Meal | | | 218 | | | | | | | | 218 |
| Meats | | | 1 | | | | | | | | 1 |
| Merchandise | 2,075 | 3,036 | 1,081 | 1,750 | 1,905 | 2,277 | 3,606 | 4,118 | 3,776 | 3,287 | 26,911 |
| Merchandise in Bond | | | 1,009 | 3,955 | 533 | 1,076 | 2,381 | 1,603 | 420 | 1,047 | 12,024 |
| Milk Powder | | | | 96 | 135 | 235 | 65 | 308 | 288 | 146 | 1,273 |
| Milk, Canned | 358 | 109 | | | | 60 | 330 | 10 | | 107 | 974 |
| Millfeed | | 120 | 30 | 113 | 50 | 73 | 177 | 50 | 10 | 338 | 961 |
| Mohair | 334 | 226 | 337 | 259 | 196 | 339 | 399 | 213 | 234 | 143 | 2,680 |
| Neatsfoot Oil | | | | | | | | | | 17 | 17 |
| Oats... | | | | | | | | | 226 | 144 | 370 |
| Onions | | | | | | | | | | 363 | 363 |
| Paint | | | | 36 | 16 | 65 | 13 | 16 | 27 | 53 | 226 |
| Paper | 45 | 169 | 909 | 5,667 | 5,545 | 13,574 | 18,994 | 20,347 | 24,836 | 30,311 | 120,397 |
| Pears, Fresh | 21 | | | | | | | | | | 21 |
| Peppermint Oil | | | | | | 10 | 34 | 25 | 2 | 26 | 97 |
| Pickles | 318 | 529 | 681 | 943 | 915 | 658 | 1,691 | 700 | 1,254 | 2,220 | 9,909 |
| Pitch | 8 | | | | | | | | | | 8 |
| Potatoes | | | | | | | 18 | | | | 18 |
| Poultry | | 52 | | | | | | | | | 52 |
| Prunes, Dried | 10,289 | 9,018 | 15,647 | 11,381 | 10,126 | 9,611 | 7,391 | 5,283 | 11,354 | 6,741 | 96,841 |
| Other Fruit, Dried | 25 | | 194 | 33 | 33 | 181 | 314 | 123 | 106 | 250 | 1,259 |
| Quicksilver | | | | | | | | | | | 67 |
| Rope | | | | | 71 | 136 | 268 | 519 | 745 | 511 | 2,250 |
| Rubber Scrap | 45 | 178 | 131 | 552 | 369 | 208 | 204 | 70 | 72 | 72 | 1,901 |
| Salmon | 2,956 | 1,696 | 3,200 | 2,680 | 2,438 | 1,640 | 1,595 | 1,166 | 986 | 612 | 18,969 |
| Sauer Kraut | | 33 | | | | | | | | | 33 |
| Sausage Casings | | | | | | | 68 | 84 | 10 | 30 | 192 |
| Seeds | 300 | 1,394 | 978 | 551 | 1,776 | 2,664 | 3,207 | 3,389 | 3,652 | 4,706 | 22,617 |
| Shingles | 780 | 1,275 | 303 | 936 | 685 | | 760 | 71 | 21 | 63 | 4,894 |
| Soap | | | 23 | 53 | 2 | 96 | 42 | 16 | 11 | 2 | 245 |
| Staves, Heads | 777 | 2,650 | 2,977 | 2,708 | 2,709 | 4,939 | 5,280 | 6,496 | 4,347 | 2,867 | 35,750 |
| Tallow | 208 | 172 | 494 | 335 | 30 | 785 | 422 | 569 | 317 | 536 | 3,868 |
| Vinegar | | | | | | | 28 | | | 75 | 103 |
| Walnuts | | | 34 | 67 | | | | | | | 101 |
| Wheat | | 1,400 | 6,845 | 600 | 1,495 | 833 | 8,455 | 3,035 | 1,015 | 515 | 24,193 |
| Wood Mfs. | 42 | 160 | 151 | 89 | 185 | 874 | 887 | 440 | 221 | 394 | 3,443 |
| Woodpulp | | | | 273 | 112 | 199 | 2,939 | 312 | 875 | 763 | 5,473 |
| Wool | 11,786 | 7,466 | 7,414 | 6,265 | 10,235 | 11,887 | 9,422 | 9,008 | 14,175 | 15,646 | 103,304 |
| Wool in Bond | | | 2,304 | 2,136 | 118 | | 1,916 | | | | 7,280 |
| Woolen Goods | 52 | 125 | 54 | 134 | 105 | 75 | 78 | 185 | 222 | 225 | 1,255 |
| Zinc | | | 336 | | | | | | | | 336 |
| TOTALS | 102,045 | 165,338 | 315,947 | 376,713 | 364,099 | 295,912 | 444,953 | 429,378 | 383,296 | 409,310 | 3,286,991 |

FUTURE PROBLEMS

Various questions concerning the future work of the Port of Portland have suggested themselves as your committee has made its studies. These will now be considered briefly.

1. Should efforts be made at this time by the community to secure a program for increasing the depth of the Columbia River beyond 35 feet? The project depths have gradually been increased from 20 feet to 35 feet to meet the demands of the shipping interests. It has been assumed by many that the depth should be further increased. The usual limit of draft for loaded boats coming into the Portland harbor is about 31 feet. It has been estimated by the army engineers that fully one-half of the commerce is moved in vessels which require a depth of 30 feet or more for their accommodation.

The ocean going vessels visiting Portland in 1930 and 1931 were of the following drafts:

| Draft | INBOUND | | OUTBOUND | |
|----------|---------|-------|----------|-------|
| | 1930 | 1931 | 1930 | 1931 |
| 30 to 31 | 1 | 50 | 3 | 1 |
| 28 to 30 | 46 | 50 | 40 | 31 |
| 26 to 28 | 101 | 91 | 155 | 155 |
| 24 to 26 | 144 | 160 | 236 | 276 |
| 22 to 24 | 163 | 204 | 235 | 189 |
| 20 to 22 | 262 | 209 | 218 | 247 |
| 18 to 20 | 324 | 291 | 303 | 554 |
| 16 to 18 | 315 | 557 | 305 | 372 |
| 14 to 16 | 363 | 325 | 309 | 129 |
| 12 to 14 | 211 | 84 | 155 | 24 |
| 10 to 12 | 54 | 8 | 29 | 1 |
| Totals | 1,984 | 1,979 | 1,988 | 1,979 |

In view of the water depth in other ports visited by ships coming to Portland it would appear that the present channel project of 35 feet depth and five hundred feet width would be satisfactory for some time to come and that the completion and maintenance of the present project is all that will be necessary in the near future.

Requirements Are Excessive

2. Are the requirements for local co-operation made by the federal government for providing the main channel from Portland to the sea equitable?

It appears to your committee that the federal government has not accepted its full responsibility in the development of the local improvements, and that Portland should immediately be relieved of all co-operation in the dredging and maintenance of the main channel. In fact the contributions of the Port of Portland taxpayers have been so out of proportion to those made by other major ports that it might well be contended that they should be reimbursed to some extent by the federal government.

Relief Should Be Sought

Your committee suggests that the Port of Portland commission should immediately demand relief from any formal co-operation for the building and maintenance of the main channel and that the commission should offer to turn over to the federal government all of its dredging equipment with proper safeguards to

insure that it be kept available for work in the Columbia and Willamette rivers.

The fact that in the past it has been difficult for Portland to get even a meager and inadequate allowance from the Rivers and Harbors Appropriation by Congress, and that the Engineer Corps has not always been sympathetic to our requirements need no longer handicap us. For years the Columbia River bar was an effective argument to Portland being a major world port. The bar is gone. Thirty years has seen the population of the three Pacific Coast States more than treble. Panama Canal has revolutionized our shipping relations with the populous East Coast. The Commerce of the Pacific has grown by leaps and bounds. Portland is now one of the great shipping centers of the country. It can make an especially strong appeal for farmer state support by reason of its rail rate differential helping wheat and other produce from Utah, Idaho, Montana, Oregon and Washington. Besides all this the present disturbed condition across the Pacific give us arguments for national defense which are unanswerable.

At the same time it would appear to be wise for this port to maintain a port authority of sufficient power to jump into any situation for the protection of Portland shipping interests that might arise either by reason of future neglect of the federal government or any other reasons.

3. Is it necessary or desirable that the Port of Portland should continue to have such broad taxing and bonding powers?

The largest item of expense borne by the Port of Portland in the past should soon be taken over by the federal government. As the commerce of the port increases it should become possible for the other activities of the port to be placed upon a self-supporting basis. It does not appear that there are any extensive developments in sight which require the taxing and bonding powers now exercised by the commission. Whenever the federal government takes over entire responsibility for main channel dredging, these powers should be sharply limited.

Need For Two Bodies Questioned

4. Is it necessary or desirable to maintain two port authorities to serve the shipping interests of Portland?

In addition to the Port of Portland, the shipping interests of this port also have serving them the Dock Commission, which is part of the Portland municipal government. The Dock Commission was created in 1910 for the purpose of building and maintaining docks adequately to serve commerce which was available for Portland. Like the port, it was set up to secure certain facilities which could not be secured through other than local governmental action at that time. The Dock Commission has constructed and operated terminals number 1, 2, and 4, as well as grain elevators at terminal number 4. Terminal number 3 was taken

over when St. Johns was annexed to Portland. It would have been logical in 1910 to have had the Port of Portland construct and operate the docks which were necessary at that time, but because of certain local political conditions, this was not considered feasible and a new commission was organized. Your committee has been impressed with the fact, as it has studied port authorities in this country and throughout the world, that there is no other major port in the world which has two public bodies to serve the shipping interests, and this has naturally lead to the question of whether two bodies are required in Portland.

Efforts to secure the consolidation of the Port of Portland and the Dock Commission have been made in the past. A measure providing for such consolidation was placed on the ballot by initiative petition in 1920. Although receiving a favorable vote in Multnomah County this measure was defeated in the state as a whole. At the same election of November 2, 1920, a city charter amendment authorizing the City Council, upon approval of the Dock Commission, to transfer substantially all of the Dock Commission property to the Port of Portland, was approved by the voters of Portland. The 1921 legislature then enacted a measure authorizing the Port of Portland Commission to acquire and operate the Dock Commission properties. After some negotiations, the Dock Commission on July 13, 1922, passed a resolution opposing consolidation and on July 27 similar action was taken by the City Council. The charter amendment became void on January 1, 1923.

Every effort should be made by the local community to have the federal government assume its proper responsibility toward the channel improvements for the local port. With that task accomplished, there would remain no necessity for maintaining the overhead of two organizations, one to construct and maintain docks, the other to construct and maintain an air port, a towage service, dry docks and local harbor dredging. Meantime, any proposals made for the consolidation of these two bodies should be carefully studied by the City Club to see that the interests of the port and of the public are properly safeguarded.

Sponsoring Body Needed

5. Precedents set at the election this fall may determine the type of men who will in the future serve on the Port of Portland Commission. It is important that well qualified men should offer themselves as candidates for the commission this fall and in the future. Since there is often a reluctance upon the part of some well qualified men to offer themselves for any elective position, your committee suggests that a civic committee should be organized in the near future to nominate and endorse candidates for the commission. This committee should include representatives from various civic, commercial and maritime groups, and should assume responsibility for sponsoring or endorsing one candidate for each vacancy.

ACKNOWLEDGEMENTS

Acknowledgment is hereby given to those City Club members who have served on subcommittees to gather the facts for various portions of this report. Without their assistance and counsel it would have been impossible for your committee to survey the mass of material from which this report has been compiled. The following Club members served on these subcommittees: Clarence D. Phillips, R. E. Giger, Edward A. Boyrie, Dr. Clark G. Black, L. K. Hodges, Raymond B. Wilcox, O. C. Roehr, William B. Adams, Stanley D. Chapin, Richard R. Morris, R. L. Collins, and L. Brooks Ragen.

This committee would also acknowledge the co-operation of the Port of Portland Commission and its staff, the Dock Commission and its staff, the Merchants Exchange, The Powell Shipping Company, the Army Engineers, and the engineers of the ports throughout the country in preparing information desired for this study.

RECOMMENDATIONS

As a result of its study your committee believes that the City Club should make efforts to secure the adoption of the following recommendations:

1. That every effort be exerted in Congress and upon the U. S. Army Engineers to have the U. S. Government assume responsibility for dredging and maintaining the channel from the inner harbor of Portland to the sea.

2. That the Port of Portland should offer to turn over to the Federal Government all of its dredging equipment with proper safeguards to insure that it be kept available for work in the Columbia and Willamette rivers.

3. That steps be taken to secure reimbursement from the Federal Government of excess funds spent by the Port of Portland for main channel dredging.

4. That, whenever the Federal Government takes over the main channel dredging of that portion of the Willamette river utilized by ocean going vessels and from there to the sea, legislation be enacted limiting the taxing and bonding powers of the Port of Portland.

5. That, at such time, the State Legislature and City Council take steps to secure a consolidation of the Port of Portland and the Dock Commission activities.

6. That a civic committee to nominate and endorse candidates for the Port of Portland Commission be organized immediately.

Respectfully submitted,

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Approved by George W. Friede, chairman of the Port Development and Public Utilities Section.

Accepted by the Board of Governors and ordered printed and submitted to the membership of the City Club for consideration and action on September 2, 1932.